

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. LII.]

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BIRTHS.

On the 24th June, 1900, at the British Legation, Peking, during the siege, the wife of JOHN M. MOORE, of a son.

At 13, Yuen Ming Yuen Road, on the 13th September, the wife of J. H. KINGSLEY, Manager, C. E. & M. Co., of a son.

At Shanghai, on the 1st October, 1900, the wife of J. D. DE LA TOUCHE, Imperial Maritime Customs, of a son.

At Foochow, on the 1st October, the wife of CHARLES S. MOORE, of a son.

On the 7th October, at 136, Bubbling Well Road, Shanghai, the wife of A. S. P. WHITE-COOPER, of a son.

MARRIAGES.

At St. Andrew's Cathedral, Singapore, on Saturday, 29th September, 1900, ARTHUR BARKER, of Singapore, to ANNIE GERTRUDE, daughter of Mr. and Mrs. HARRY ABRAMS.

On Saturday, the 29th September, at the Presbyterian Church, Singapore, by the Rev. Stephen S. Walker, M.A., ALICE MAUD, youngest daughter of the late John Brooksbank, of Liverpool, to JOHN WILLIAM, eldest son of John HAYFENDEN, Singapore.

On the 3rd October, 1900, at St. Joseph's Church, French Concession, Shanghai, JULES EMILE LEMIERRE to KATHLEEN HILDA FINCH.

On the 5th October, at H.P.M. Consulate, Shanghai, and afterwards at the Union Church, by the Rev. C. E. Darwent, M.A., ERNEST JOHN NEWMAN, third son of W. T. NEWMAN, of Snarebrook, Essex, to BEATRICE MIRIAM, eldest daughter of the late Thomas JEFFERY, of Battle, Sussex, England.

DEATHS.

On board the steamer *Galanda*, in Nagasaki Harbour, on the evening of the 28th September, 1900, Mrs. W. S. DAVIDSON.

On the 30th September, 1900, at No. 5, Mohawk Villas, Shanghai, ESTHER MARGARET, daughter of Harriet and Margaret Amersbach, aged three years and ten months.

At the London Mission, Shanghai, on the 3rd October, 1900, Rev. Wm. MUIRHEAD, D.D., aged 78 years.

At Foochow, at 1 p.m. on the 3rd October, ARTHUR WELLESLEY WALKINGHAW, aged 59 years.

ARRIVALS OF MAIL.

The American mail of the 6th September arrived, per P. M. steamer *China*, on the 6th October (30 days); the French mail of the 7th September arrived, per M. M. steamer *Sydney*, on the 7th October (30 days); the English mail of the 14th September arrived, per P. & O. steamer *Chusan*, on the 12th October (28 days); and the American mail of the 15th September arrived, per O. & O. steamer *Doric*, on the 12th October (27 days).

EPITOME OF THE WEEK.

Our readers are asked to note that the address for this office hitherto known as No. 9, Praya Central, will in future be known as No. 14, Des Vaux Road Central.

Disturbances occurred near the boundary of the New Territory, Kowloon, this week, but the reports appear to have been exaggerated greatly. No official news has been published. Some details will be found on p. 287.

It is stated that the reason for the suspension of Yu Hsien, the notorious Governor of Shansi, was the discovery by the Empress Dowager that his boasted large army was non-existent.

Lieut.-Col. Tachibana, a Japanese military officer of some distinction, has been elected on the staff of the Commander-in-chief, Count von Waldersee, and left Tokyo for China on the 16th ult.

The Japanese postal authorities of Tientsin have established branch offices at Peking, Tungchow, Yangtsun, and Hosiwn, where ordinary mail matter, money orders, and deposits will be dealt with.

The *Chugai*, a Japanese vernacular journal, reports that in order to obtain 200,000 tons of coal for military purposes, Germany has recently ordered some German merchants resident at Kobe to corner Buzen coal.

On Monday the French volunteers at Shanghai while practising a defence scheme for the Settlement crossed over the boundary into Chinese ground. The Shanghai Taotai has protested against this territorial violation.

H.B.M.S. *Barstew*, carrying the flag of Rear-Admiral Bruce, arrived at Nagasaki from Taku, via Weihaiwei, on the 20th ult. She was to remain there for a fortnight and then leave for North China, where she is to pass the winter months.

L'Echo de Chine states that the French troops under General Bailford disembarked up north in excellent condition, were encamped at Yangtsun, and were ready to co-operate with the Russians in the operations in the direction of Shanhaikwan.

The friendly Chinese officials appear to be afraid of future German action in Shantung, for the Viceroy has protested against violation of Chinese territory in that province, although there are no Allied troops there except of course the Germans in their own territory at Kiaochow.

Mr. Harry de Windt, the explorer, left London on 27th August for Siberia, via St. Petersburg.

Rear-Admiral H. H. Rawson has been appointed to the command of the China squadron to succeed Vice-Admiral Sir E. H. Seymour, whose time has expired.

The Telegraph Companies informed us on the 6th inst. that by agreement with the German Government a cable has been laid and is now open to the public between Chefoo and Tientsin. The tariff for Tientsin is the same as for Chefoo.

Gen. Chaffee has telegraphed to Washington that he has made arrangements for 500 U.S. troops to winter at Peking. He sees no sign of a decrease in the British and German forces, and estimates that at the end of October there will be 17,000 Allies at Peking.

The Taotai of Swatow has been removed on account of his hostility to foreigners, and in his stead the post has been assigned to the Superintendent of the Canton *Lekin* Bureau, who before his departure from Canton assured the Consuls of his friendly feelings.

Sir Ernest Satow started from Shanghai on the 9th inst. by H.M.S. *Seymour* to join the *Orlando* at Woosung, to take up his new post at Peking. Mr. R. Willis, lately H.M. Consul at Chinkiang, went with the Minister to replace Mr. B. G. Tours at the Legation.

News arrived this week that H.M.S. *Pigmy* had reached Shanhaikwan. The Chinese evacuated the place, and the *Pigmy* landed eighteen men and promptly ran up the British flag. One hour later 3,000 Russian troops arrived. General Reid with the Third Brigade has started for Shanhaikwan.

In response to the Imperial Decree of the 30th September commanding the provincial officials to furnish rice and money for the troops at the new capital, Hsianfu, the Yangtze Viceroy and Yuan Shikai, Governor of Shantung, have stated that they cannot continue to send supplies if Hsianfu be made the capital of the Empire.

It is stated that since the outbreak of trouble in China more than twenty Japanese steamers have been purchased by foreigners, all at high prices. These are being used as transports between Taku and Tientsin. In addition to the above, three Japanese coasting steamers were recently sold to a German, a Russian, and an American respectively, at Osaka.

According to a telegram received by a Japanese native paper, the trade with Vladivostok, which has been in a state of suspension since last July, has been resumed by the steamer *Yamashiro Maru*. The Chinese merchants there have re-opened their shops, and sent to Nagasaki 200 bales of rice and 400 boxes of Russian coal oil. Commerce is said to have also been resumed in Harbin.

A telegram dated London, 6th October, stated that France has submitted to the Powers the following proposed terms for peace negotiations with China:—(1) The participation of the chief subjects to be determined by the representatives of the Powers; (2) The maintenance of the prohibition of foreign troops in China; (3) Foreign troops to be stationed at Peking; (4) Foreign troops to be stationed at the Taku Forts; (5) The stationing of troops at the Taku Forts; (6) The stationing of troops at the Taku Forts; (7) The stationing of troops at the Taku Forts; (8) The stationing of troops at the Taku Forts; (9) The stationing of troops at the Taku Forts; (10) The stationing of troops at the Taku Forts.

THE BRITISH GOVERNMENT AND THE MERCHANT IN CHINA.

(Daily Press, 8th October.)

If British Governments and English merchants and capitalists have determined to withdraw from China, as a field altogether used up and unprofitable, it is instructive to discover that our great commercial rivals are quite prepared to set off in search of the wealth to be acquired there by patient application to business. No one whom interest or duty has made acquainted with the position of affairs in China during the last five years can have failed to observe the steady decline of British trade and British influence, as compared with that of Germany, and it behoves everyone who has the interests of his country at heart to examine closely into the causes of this decline. The fact is not to be doubted that we are merely, as a nation, living on the prestige of former days, and that the power of initiative has entirely deserted the British communities amongst which our lot has been cast. Changes like this do not come without notice, nor are they the result of sudden impulses; for years the process has been going on, slowly and silently at first; and it has been reserved for our own times to witness the regression acquire a velocity which has made it become the common property of the nations. It is not as if the degeneration were confined to any one article, or any line of business; for, on the contrary, it is common to all. Once upon a time nine-tenths of the exports from China went to British ports. We were then the great purveyors for the continent of Europe, and it needs little experience of the mercantile ports to discover how few articles are now ruled by the British demand. Twenty years ago the share taken by the other Powers in the supplying of the markets of China was insignificant. Manchester, Sheffield, Leeds or London had then the command of the entire of the import trade. As time went on our continental neighbours introduced little by little their wares; they were cheap and nasty, but they "took," and having introduced the thin edge of the wedge they were not long in driving it home. Then our ships took to carrying goods to continental ports, and our neighbours, bethinking themselves that what we could do they might do likewise, took in a tentative way to carrying the goods themselves. All this while our Government and our merchants looked complacently on, firmly convinced that our prestige would enable us to smile down at any time these petty attacks on our pre-eminence; and doubtless it might had either, or both, been awake to the importance of the issues at stake. Unfortunately a policy of dilettantism attacked both. Class legislation and political faddism usurped the functions of Government, and in our wild-goose chase after an ideal home-paradise, we forgot that we were rapidly losing not merely the sympathies, but also the respect of our neighbours. A paltry and nerveless foreign policy was not long in convincing the other Powers that we were tired of greatness, and that the time had arrived for attacking us in our weakest point—our prestige. Under a different system of government the private British subject had found his rights respected, and his enterprise encouraged, but now one administration vied with another in casting reflections on British enterprise, and the individual deprived of countenance from above was exposed at every step to contumely and neglect. One by one his rights were frittered away, promises made were forgotten or ignored, and no notice taken of his

well-founded complaints; everywhere he found himself placed at a disadvantage compared with his more favoured rival, till at last, tired of a useless and unprofitable contest, he was fain to accept the position and retire from a hopeless struggle, where his greatest enemy was his own government. The lesson was not thrown away on the competing Powers; while England placed her foreign policy in the hands of her feeblest sons, other Powers, more astute, were carefully sending their ablest to look after the interests of their subjects abroad. England, which had been the first to perceive the benefits to be derived from her postal subsidies in opening up new markets for her goods, began to potter over the expense of maintaining the lines already started; and, instead of keeping pace with the expansion of trade, stood by while the others took possession of the main lines of communication. In China at the present day, while the main postal line carried on by the P. and O. Company remains in the same position as thirty years ago, we find the French, German and Austrian lines subsidising steamers of the latest and most elaborate construction and almost monopolising the traffic which but a few years ago we held under our entire control. If we turn to the Pacific we find a similar instance of neglect. We grudgingly afford a small subsidy to one line, running at long intervals to the port of Vancouver, while ships, still, it is true, for the most part under British colours, are opening up the great Ocean from end to end. Even our latest rival, little Japan, finds it to her interest to run her steamers between British colonies, while we, complacently chuckling at the thought that after all the ships are being built at British dockyards, are content to see the profit and prestige passing out of our hands. In the matter of marine telegraphs we had till the other day a practical monopoly, but he would be a rash man who would dare to affirm that it will be long there. A little incident which took place the other day shows how little our own Government comprehends or cares for the situation. The Canadian Government offered to bear a third of the expense of an entirely British cable across the Pacific from Vancouver to Australia, and after a long series of negotiations succeeded in gaining the consent of the British Government to bear an equal share of the national burden. The consent was hailed with delight in China, where residents saw in the new project an earnest of escape from the unbearable burden of taxation to which we have been subjected under the existing system, and fondly hoped that when once the feasibility of cheaper and more direct communication was proved, we should in the long run come in for some share of relief from the intolerable rates under which for many years we have laboured. The Government, however, has taken care to show us that in this reasonable hope we were reckoning without our host. Under one pretence or other, in spite of the direct engagement given, our Government has been adopting every subterfuge possible to escape from its promise to the Canadian Government; and as if to make matters worse it has professedly done this in the interest of the present cable companies.

While the policy, or want of policy, of the British Government has been such, it is curious to observe the contrast afforded by the other European Powers, and especially Germany, in advancing the private interests of their nationals. In this respect the greater energy and more intimate knowledge of current affairs at Peking is in strange contrast with the vacillating and uncertain

line trodden by our own Foreign Office. However the German Emperor and his Minister may have been deceived by the reactionary clique at Peking, the German Government has at least shown that it knows its own mind, and is not prepared to adopt the paltry and vacillating part which has been fraught with such disastrous results to British enterprise in China. Even more than this, every German subject knows that his Government will support him in his undertakings, and has confidence that he will not, as the unfortunate individuals who advanced money to the Newchwang Railway on the strength of the promises of Lord SALISBURY'S Government, be at the last moment left to recover his money as best he can. These are some of the reasons, and indeed the principle ones, why the British financier hesitates to invest his money in enterprises out of which if successful others will come in to reap the benefit, and not the unworthy and untruthful one thrown in his teeth by the present Parliamentary Secretary of State for Foreign Affairs, who did not hesitate to make the astounding statement in the House of Commons that the Chinese Government had good cause for complaint, that of the British syndicates who had, through the good offices of the British Government, procured concessions in China, not one had even commenced the works conceded. When, leaving the miserable record of failure brought about by the fatuous apathy of British governments we turn to Germany, a very different position of affairs is seen. We find German houses and German financiers freely advancing money on the strength of promises given by their Government; but we also find this important difference, that the German Government has learned the necessity of protecting its subjects, and every German knows that it will protect him to the uttermost in all his just claims, and not leave him in the last moment to find all his contracts so much waste-paper.

It is this, and this only, which has led to the downfall of British trade and British influence in the Far East, and would we see a revival our methods must be radically altered. We have spoken above of the very different position occupied with respect to their respective governments by the P. and O. and North German Lloyd steamers, and we may notice the difference in the methods each is able to adopt. Gradually but surely the German Company has been swallowing up the British lines. We may see an example in the purchase of the British steamers carrying on the coasting trade in the China Sea, where first the Blue Funnel steamers, and afterwards the Scottish Oriental, were absorbed. The same policy is, we learn on good authority, being put in practise with regard to the Ocean line. It is now no secret that negotiations have been entered into for the purchase of the magnificent fleet of the English Company, and a large and tempting offer has been made to the proprietors. This, we are aware, may be looked upon as a private affair, with which we as journalists have nothing to do. But in view of the very different lights in which the two governments concerned view their relations towards their own nationals, it becomes a matter of public policy; and we may fairly ask ourselves, Would a step so detrimental to national interests be permitted were the two companies to change places? In all such matters we see on the one hand a fostering care for every detail in which German interests can be advantaged; on the other a sneering indifference, too often accompanied by actual unfriendliness, and a desire to ostracise every effort of the British merchant to make his way through the mass

of obstruction which everywhere bests his path. In the days of Lord Russell's short administration in 1865, the order was sent out to her Majesty's Minister at Peking in as many words to diminish as far as lay in his power "the points of contact" between the British merchant and the Chinese people. Her Majesty's Minister, too glad to be relieved of the duty of looking after the interests of the aggressive British merchant, carried out to the letter the congenial instructions; the result we find in the continued but hopeless protests of our Chambers of Commerce, that in such a state of affairs progress was impossible. The Foreign Office caring only for repose, and glad to win that at the expense of its bugbear, the Merchant, took no notice, but stood by complacently while the reactionary government at Peking carried out its own sweet will. Was it any wonder that the British merchant, between the obstruction of the Court at Peking and the unfriendliness of the Foreign Office, was squeezed out of existence?

THE PROTECTION OF THE TREATY PORTS.

(Daily Press, 10th October.)

We called attention in our issue of Saturday to a passage in Mr. Consul MANSFIELD's report on the trade of Amoy in 1899, wherein he noted the smaller percentage of value of cargo carried in British ships during that year, owing to the competition of a subsidised Japanese line. We also quoted his statement about the differential tax on Formosan tea carried by the Amoy as against the Japan route. "This," said Mr. MANSFIELD, "vitally affects the interests of British merchants both in Amoy and Hongkong. There can be no doubt but that, should the Japanese succeed in diverting the Formosa tea trade from Amoy, British shipping interests will suffer as well as local merchants." To-day we publish an important letter from Amoy which deals with these subjects and emphasises the necessity we are under of paying closer attention to the dangers with which we are threatened. Our correspondent complains of the apathy with which recent events in Amoy have been regarded in Hongkong, and warns us that, "as Japan and other Powers annex the Treaty ports and place differential duties against British shipping and imports and exports from and to Hongkong," we shall one day wake up to find our trade gone. There is no doubt that such a result would follow the annexation of Treaty ports by other nations, and for this reason among many we have always strongly opposed any approach to a partition of China. It is unnecessary here to enlarge upon the point how absolutely dependent is the trade of this Colony on the Treaty ports of China and how anything which affects them instantly produces an effect on our trade. No guarantees of maintaining an "open door" can ever compensate to Britain and her colonies for the alienation to competing Powers of these ports. As a matter of fact, the worthlessness of these guarantees is not a matter of doubt. A national conscience is always a very elastic thing, as has been proved time after time even in the history alone of the dealings of foreign Powers with China. In the matter of the differential tax imposed on Formosan tea shipped to Europe or the States via Chinese ports or Hongkong, it is difficult indeed to see how the British Government can acquiesce in Japan's action. Paragraph 2 of Article VIII of the Treaty of 1894 between Great Britain and Japan runs as follows:—"In the same manner there shall be perfect equality of treatment

"in regard to exportation, so that the same export duties shall be paid and the same bounties and drawbacks allowed in the dominions and possessions of either of the High Contracting Parties on the exportation of any article which is or may be legally exported therefrom, whether such exportation shall take place in Japanese or in British vessels, and whatever may be the place of destination, whether a port of either of the Contracting Parties or of any third Power." In a letter written on the 28th April from the Chairman of our own Chamber of Commerce to H. B. M.'s Minister at Tokyo, special attention was called to this paragraph, and we do not see how any unprejudiced person can hesitate between the views of the Amoy and Hongkong Chambers and those of the British Government.

Our correspondent goes on to point out that there is more in this matter of the tea trade than appears on the surface, and that it is part of an attack on British shipping, facilitating the operations of the Japanese subsidised line, which have told so against the Douglas Steamship Company here, as the Chairman of that company stated at the Annual Meeting on the 29th ult. How successful the Japanese attack on British shipping has been is shown by our correspondent's figures, which can be verified from trade statistics. Since the Japanese occupation of Formosa a million dollars' worth of trade has been captured by Japan from this colony. The question therefore is one which most intimately concerns us, and there can be no excuse for apathy in the matter. Unfortunately any tendency to let things slide is increased by the knowledge that among the forces ranged against the British merchant is the dilatory, even if not actually hostile, attitude of Her Majesty's representatives. Not only has the merchant to face the keen and unscrupulous rivalry of other nations, but also he usually appeals in vain to his own country's diplomatists, who should be ready to protect his interests. There is therefore little wonder if he should look to other means of maintaining his income. The policy is a selfish one, but the blame must not all be bestowed in one quarter, as would be just if Great Britain's representatives in China and Japan showed the care for their nationals' commerce which certain other country's Ministers and Consuls exhibit.

It ought undoubtedly to be impossible for one nation to upset the whole trade of a Treaty port in the way in which Japan last month disturbed the commerce of Amoy. When the Japanese marines invaded the native city there and drove 50,000 of the inhabitants in panic from their homes, trade was paralysed and very many hundreds of thousands of dollars, it is computed, were thereby lost to the foreign and native mercantile community. Yet the Fokien officials had never remitted their care for foreigners in the province, and until the Japanese landed armed men practically no interference with trade had taken place. It may be said that the British also landed men. But they did not do so until their own Concession had been thrown into confusion and danger by the Japanese action, and the force landed to police the Concession was withdrawn on the earliest opportunity. Japan has much to answer for in this disturbance of Amoy, and even were we to admit the claim that anti-Japanese threats were being constantly used at the time by the natives (which the European residents deny) the invasion of non-Japanese territory at Kulangsu and of the native city of Amoy itself was altogether unjustifiable.

Had the Japanese confined themselves to their own Concession, little need have been said though trade would still have been disturbed in some degree. Throughout the present crisis in China these mischievous independent actions of various Powers without consultation of the others have rendered the task of coping with the situation infinitely harder than it should have been. In the settlement which so slowly approaches there must be some general agreement among the Powers which will put an end to the license allowed to a single nation of inflicting such heavy disasters on the commerce of the rest.

A NEW ALLY.

(Daily Press, 11th October.)

The chief news from the north during the past few days, apart from the spirited race for Shanhaikwan, has been the intelligence of the definite removal of the Chinese Imperial Court from Taiyuanfu to Hsianfu, capital of Shensi and formerly of the Empire. The reason of this movement is stated as follows in an Imperial Edict, dated the 30th September:—"Owing, however, to the famine which is now raging in this province of Shensi and the great difficulty therefore of feeding the thousands of baggage animals and the tens of thousands of horsemen that are congregated here, when, moreover, food is dear and the people over-burdened, we feel more racked with sorrow than ever whenever we think of these things, and cannot, therefore, rest in peace here. Moreover, Taiyuanfu is not connected by direct telegraph with the rest of the Empire and much loss of time and delay is experienced in obtaining early and important news from Peking and elsewhere. In consideration of all this, therefore, we are compelled to select to-morrow's date for the continuation of our journey west to the city of Eternal Rest—Hsian, capital of Shensi province." The edict continues by requesting the provincial officials to provide rice and money for the troops, and urges the rapid despatch of supplies, "in order that the Court may not suffer from want." What reply the Yangtze Viceroy and YUAN SHIKAI have made to this requisition we saw yesterday, but the telegraphic summary did not inform us what reason they gave for their inability to comply. It is, however, evident that the Imperial Court is reduced to very severe straits, and it is not difficult therefore to understand the statement communicated by the Chinese Ambassador in London that the Chinese Government "sincerely desires the re-establishment of peace." Naturally, peace is preferable to starvation, and the two alternatives now face the refugee Court. Peace indeed has been within the grasp of the Chinese Government for weeks past, but the party which so long usurped the Imperial authority has hitherto prevented the attainment by its desperate attempts to shield the lives of those guilty of the blood of the murdered foreigners. Grudgingly, and one by one, concessions have been made, even to the extent of depriving the arch-criminal, Prince TUAN, of his offices, but no sufficient guarantees of punishment have been given. If the Chinese Government is in reality sincerely desirous of peace the indispensable preliminary of a decree, announcing its fixed determination to punish with the only suitable penalty those who by their crimes have brought China to her present position, will secure this end. We do not mean that all fighting will at once cease. There are large forces of rebels, "Boxers" and disorganised soldiery, scattered over the northern pro-

vinces, who must still be dealt with. But the state of half-recognised war against the Imperial Government will end. The "Imperial Government" here must be the Emperor himself. It is only too plain that the Dowager still inspires the edicts and rules what the Emperor must say. This must stop henceforward. The refugees have indeed gone beyond the reach of the allied arms, but they are not any longer beyond the power of persuasion, backed as it is by the imminence of starvation.

ADMIRAL SEYMOUR'S SUCCESSOR.

(Daily Press, 11th October.)

Vice-Admiral SEYMOUR's successor in the command of H.B.M.'s squadron on the China station, as announced by telegraph, is Rear-Admiral Sir HARRY HOLDSWORTH RAWSON, K.C.B. Some months ago, our readers may remember, the home papers were discussing the chances of Admirals COMPTON E. DOMVILLE, Sir CYPRIAN BRIDGE, H. H. HARRIS, and A. K. WILSON. Circumstances, however, have changed since then, and we now get the Commander of the Channel Squadron. Admiral RAWSON has had a distinguished career, and moreover was out in China in 1858 and 1860. He was at Alexandria in 1882, won the Order of the Brilliant Star at Zanzibar, and, after becoming Commander-in-Chief of the Cape of Good Hope and West African Squadron in 1895, commanded the expedition against Benin at the beginning of 1897, capturing Benin city itself on the 18th February. Among his decorations are the Osmanieh, 3rd Class; Order of the Hamon-dieh; and the 2nd Class Civic Cross of Belgium. Admiral RAWSON was born in 1843 and was educated at Marlborough College. He succeeds to what promises to be an arduous post for some time to come, but his record is one to inspire confidence.

THE POSITION OF THE SANITARY BOARD.

(Daily Press, 12th October.)

It was a very real complaint which Dr. HARTIGAN put forward at the meeting of the Sanitary Board yesterday afternoon, and it is certainly a question requiring an answer what is the precise *locus standi* of the Board in this Colony. In the matter of the selection of Inspector's quarters at Kennedytown, the facts of the case, briefly stated, are these. A sub-committee was appointed by the Sanitary Board to report on the erection of new quarters for the Inspector. The committee recommended the erection of a two-storeyed building to the north or north-west of Inland Lot 1,082, fronting the sea, adding that to do this it would be necessary to reclaim a small area of the foreshore. This they reported after searching the neighbourhood and failing to see any site which they thought would cost less. As to the comparative cost, they have the support of the Acting Director of Public Works, who told them that the outlay on the reclamation would not be a large one, and indeed actually recommended the proposed site. But on submitting their recommendation to the Government, the Board received a reply from the Colonial Secretary, stating that "the Government considers the site selected by the sub-committee for the erection of new quarters for the Inspector at Kennedytown to be most undesirable." The reasons given are, firstly, the expense, and, secondly, the fact that the proposed site is in close proximity to the permanent Plague Hospital, and still closer to the site on which the Tung Wa Hospital

authorities are going to build another plague hospital. On the question of expense, the Board has the Acting D. P. W. on its side. As to the erection of a new plague hospital by the Tung Wa Hospital, Dr. HARTIGAN's question as to the position of the Sanitary Board is admirably pertinent. If such matters as the locations of new hospitals of all sorts are beyond the Board's province, what is its object in meeting? What *locus standi*, in fact, has it in this Colony?

DRESS IN WAR.

(Daily Press, 6th October.)

Although war has been the normal condition of humanity since first, a naked savage, man walked over the face of the earth; there seems to be nothing so much under the influence of the fashion of the hour as the art of fighting. Each conqueror has introduced a new science, and for a time everyone has been content to follow his lead down to the most minute detail, utterly regardless of the altered conditions of the case. When CYPRIAN overcame the Babylonian empire, he introduced several new ideas into military style, and for a long time Persian costume, and Persian tactics were considered the correct thing in the field of battle. Unluckily a couple of hundred years later, his successors were in turn overcome by the Greek ALEXANDER, and plumed helmets, and buskins, and phalanxes, and long spears, and all that sort of thing were held to be the proper rig in a fight; and if the cut of a man's *himation* or the weight of his spearhead differed, however little, from that brought into fashion by the conqueror of DARIUS, it stood to reason that he must necessarily be unsuccessful. All this was very well, till unfortunately the Romans came on the scene, and had the bad taste to fight in a different way altogether, and, notwithstanding this crime against the fundamentals, to upset all the warlike arrangements of the Seleucids; so for a time all that a general had to do was to dress his soldiers exactly as did JULIUS CAESAR, and make them keep exactly the same step and formation. But Rome tumbled in her day, and the barbarian conquerors brought in quite a different method of doing the business, and of course, if anyone wanted to be a great general, why, all he needed was to dress like, and talk like, the latest fighter of the day. After the wars with NAPOLEON were finished, and the Duke of WELLINGTON stood out as the soldier of the day, naturally the British army gave the fashion. Waterloo was won, everybody knew, because the soldiers wore stiff leather stocks and belts, and coats so tight that it was the labour of hours to get into them. Pipeclay, it was also evident, had much to do with the success of that eventful day; so if any general wished to become as great and successful as "The Duke" it was above all essential that his troops should be perfect in their get up; a soldier was not intended to think how he shot or how he handled his weapons was a matter of quite secondary consideration; the great point was that he was dressed, and in order to accomplish this he was to be reduced, as much as possible to the status of a tailor's lay figure. After forty years of this came the Crimean war, and the British War Office was scandalised that the lay figures did not turn out conquering heroes, but had to walk, and march, and eat, and drink, and even get sick, like ordinary men. It was a wonderful revelation, but pipeclay died hard, and peace was made before his final decease. Then came the Franco-German war; and if this proved anything, it was that success consisted in having, ugly inconvenient helmets, but above all in taking

care that they had spikes in them. KABI the Great is always, we know, represented with a spike in his head gear; and according to the new military criticism this was the secret of his victorious career. But again the German troops did not wear scarlet; and perhaps, the Horse Guards began to think, after all, that is the reason the Germans won the day at Worth, and compelled the surrender of Paris. The troops in India had been doing a little fighting on the North-west frontier; and khaki, the colour of the deserts of Scinde, had been found a good rig, as it rendered the troops less conspicuous to the Pathan sharpshooters. For once the British Foreign Office acted on its own experience, and when the forces were sent to South Africa to fight on the colourless veldt the colour that had proved so suitable in Afghanistan was adopted. It is to the credit of the Horse Guards that the innovation proved a perfect success, and that almost for the first time in history, a British force took the field in a get-up suitable to the work required. But because khaki has proved a success in the veldt, it by no means follows that khaki has shown itself an universal wear; and yet there are signs that we are on the threshold of an age of khaki as ridiculous as the past era of spiked helmets. There is no greater contrast anywhere than exists between China and the South African veldt. The veldt is a bare country, where little rain falls, raised a couple of thousand feet above the sea, and broken everywhere by kopjes and boulders affording abundance of shelter from rifle fire. It is eminently unfavourable for the evolutions of any large bodies of men, especially cavalry. There are no trees and practically no cultivation. These conditions gave the work of the troops in the Boer districts a special character. The Boers never appeared in the open, but shot at the troops individually while themselves under shelter. Concealment and cover were absolutely necessary for a successful attack. China offers conditions the reverse for the most part; the climate is generally damp, the country is low and open. It is besides universally cultivated, and offers little natural shelter. There are great extremes of temperature between Winter and Summer, and cotton clothes, such as were worn in the Transvaal, are dangerous for Europeans. The country, though largely denuded of its natural forests, is rich in colour, there are few opportunities for exercising the tactics of the Boers, and operations would of equal necessity be in the open. Concealment, except for troops specially told off, would be rather a disadvantage than otherwise. In fact it might be said that of all wear khaki was the very worst. Yet such is the strength of the imitative faculty that not only the British troops, but all French, German, and American have adopted the new dress, and khaki is literally "the only wear." Long experience, except partially in the South, has taught the European resident to clothe himself, Summer and Winter alike, from head to foot in woollens, and yet the foreign governments in sending out their troops have persisted in following a fashion introduced in a climate entirely different, and under circumstances in not one respect alike. Whatever colour should be decided on, and it does not appear that colour is of itself a matter of moment, should be such as to distinguish the nationality of the troops, and not to conceal it; and for a good lasting colour suitable to all conditions there is probably none better than the old British scarlet. Of course, for a useful working dress, the tight thick tunics of the ordinary British soldier is about the worst possible, but this proceeds not so

much from colour, nor even material, as from cut. GARIBALDI with his red shirts showed how a serviceable dress could be made out of the most unpromising materials; and a light scarlet Norfolk with plenty of room, and abundant pockets, would certainly seem to be an ideal coat for service in China. Trousers should be discarded as an invention of the Evil One, but a pair of knickerbockers of a shade approaching to the present khaki, so as to show but little stain from mud, with putties, would probably be found the most suitable. Ammunition should be carried in bandoliers, all belts should be of soft unvarnished leather, and bright buckles should be carefully avoided. Such a dress, while it could be worn with underclothing reduced to a minimum in summer, would afford the means of adding on any amount of warm clothes required in the coldest weather, and might be made at all seasons to look soldier-like and smart. The only thing remaining is the headgear, and here much remains to be done. The two main requirements are reasonable lightness and non-liability to go into pulp with exposure to rain. The ordinary civilian's pith helmet is particularly objectionable on both scores. It is cumbersome, and prevents aim being taken without removing the helmet; it is usually of the most inartistic shape, and is generally most inefficiently ventilated. For wear a light soft felt is the most comfortable, but a single felt is little protection against the fierce summer sun. The shade of even a light umbrella, however, acts wonderfully in protecting the brain, and hence we may learn a useful lesson. What is really required is an air space well ventilated between an outer and inner covering; even a light straw hat, if an inner crown of light felt be supplied, with an inch of open space between the two, will be found an efficient cover in all but the hottest summer weather. An ideal helmet could probably be made with water-proofed paper on a foundation of thin steel wire, and placing inside a light felt crown. Such a helmet could be made a khaki or light green colour as a protection against the actinic rays of the sun; but all coverings, as adding seriously to the weight, should be avoided. Any idea of the accepted "helmet" shape should likewise be avoided, nor is a wide brim, which would interfere with the wearer taking aim without removing his headgear, needed. A modification of the shape known as a "sou'-wester" with a low crown, and a flap behind, could certainly be devised, which would give all needful protection without adding to the bulk or weight. Such a dress would lend itself to any amount of decoration for parade purposes, and the soldier need not have the appearance in the one case of a pauper out for the day from the work-house, nor in the other of being in "form" to set off a gaudy, but intensely ugly and useless tunic.

The captain of a passenger steamer that plies between here and Hongkong recently gave the employees of the Manila Custom House a first class certificate of honesty, and he did it unintentionally, too, says a Manila paper, "Ah me!" said he, "All that a captain can make now-a-days on the run from Manila to Hongkong is his salary. Under the Spanish regime it was different. The master of a ship could always do a profitable business of one sort or another with the Chinamen. A man could make big money 'on the side.' The Spanish officials had substantial reasons for not being too inquisitive, and we accumulated 'dinero' rapidly and easily. But those good old days are gone. The Yankees may curse the Spanish law, but they enforce the Customs Regulations so strictly that we can't make a cent." And the old sea-dog sighed in a way that showed he was terribly disappointed.

THE CRISIS: TELEGRAMS.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 4th October, 8 p.m.

The Emperor in an Imperial Decree, dated 30th September, deeply regrets the necessity he is under to proceed first to Hsian-fu, the permanent capital of the Empire, owing to the absence of fodder for thousands of baggage animals and ten thousands of horse-men.

SHANGHAI, 5th October, 9.20 p.m.

Imperial Decrees have been issued appointing officials of equally Tory and reactionary sympathies to succeed Prince Tuan in his various posts.

Four thousand Fokkien troops have arrived at Nanking and are proceeding on their way to "rescue the Empress Dowager."

A Chinese report states that the Russians have routed the Tartar General Shou Shan at Kirin.

The import of artillery into China being stopped, the Government has ordered Chang Chih-tung to complete the Hanyang Arsenal immediately.

SHANGHAI, 8th October, 8.25 p.m.

H.M.S. *Pigmy* has arrived at Shanhaikwan. The Chinese evacuated the place and the *Pigmy* landed 18 men and hoisted the British flag one hour before 3,000 Russian troops arrived.

General Reid, with the Third Brigade, has gone to Shanhaikwan.

The Chinese report that the Yangtze Viceroys and Yuan Shikai have informed the Empress Dowager that they cannot continue to send supplies to the Imperial Court if Hsianfu be made the capital.

SHANGHAI, 9th October, 8.20 p.m.

Sir Ernest Satow proceeded to Peking to-day (Tuesday).

There is a Chinese report to the effect that Yu Hsien's suspension was due to the Empress Dowager's discovery that his boasted large army was non-existent.

SHANGHAI, 10th October, 8.15 p.m.

The Taotai here has protested against the violation of Chinese territory by the French volunteers while practising the defence scheme last Monday morning.

The friendly Viceroys have also protested against a violation of Shantung by the Allied troops; but as there are no Allies in Shantung, it is probable that Yuan Shikai is alarmed about future German action.

A. R.W.F. CASUALTY.

We received on Monday afternoon from H.E. the Governor a copy of the following telegram from General Gaselee, received on the 6th instant:—

4,037 Private William Booth, R.W.F., slightly wounded accidentally on 29th September.

According to a report of Mr. Black, H. B. M. Consul at Chengmai, in Northern Siam, the total value of teak exported from Siam last year was £175,564. Referring to the outlook in the future, Mr. Black says: "The British capital invested in the teak industry in Siam is two millions sterling, and, with the working expenses going up by leaps and bounds, the supply of labour threatening to become inadequate, the uncertainty as to the renewal of the leases shortly about to expire, and the doubt as to the terms the Siamese authorities may wish to insert in the new leases, the position of those controlling this large capital just now is one of much disquietude and misgiving."

HONGKONG SANITARY BOARD.

On the 11th inst., a meeting of the Hongkong Sanitary Board was held. The President (the Hon. R. D. Ormsby, Director of Public Works) occupied the chair, and there were also present Dr. Bell (Acting Principal Civil Medical Officer), Major Brown, Mr. J. McKie, Dr. Hartigan, Mr. E. Osborne, Dr. F. Clark (Medical Officer of Health), Mr. Fung Wa Chuen, Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary).

ANTI-PLAGUE SERUM.

Reports on anti-plague serum and minutes by Dr. Lawson and Dr. Clark thereon were submitted.

Dr. BELL said they had some of this serum at the Hospital and had some ever since it was manufactured; probably they had enough to inoculate 1,000 people; and a lot had been sent to Japan at the request of the Japanese Government. Personally he was not in favour of getting any more. He did not think the fact of serum being any use was quite settled. Here it did not take. The stuff had been lying in the ice-chest, and it was a perfect nuisance. He would not take it himself and none of the other staff would take it. He did not think it was worth while getting any more. If anybody expressed a desire for it they could easily wire for some.

Major BROWN—If you wish for more I can supply you with some.

Dr. BELL—Then the colony seems pretty well stocked with it.

PUBLIC CONVENIENCES.

A letter from the Acting Director of Public Works relative to the erection of a public urinal immediately west of the Canton and Macao Steamboat Company's Wharf was submitted.

The PRESIDENT said they had been down to inspect the urinal and it seemed to him to be of an exceedingly nice type. As to the position, he might say that a recommendation was made by the Board to place one on the Canton Wharf over the water. His Excellency the Governor objected to that, and the urinal had been placed on one of the wide public roads, as suggested by Dr. Clark.

Mr. McKIE said he had inspected the urinal and he quite agreed with Dr. Clark that it was of a very antiquated style and quite unsuited for the place it was in.

On the suggestion of Dr. CLARK it was decided to leave the matter over for three months to give the structure a trial.

REPORT OF THE QUARTERLY INSPECTION COMMITTEE.

The report of the Quarterly Inspection Committee (Messrs. E. Osborne and J. McKie) was read as follows:—

"We have the honour to report that on the 4th inst. we visited Nos. 8 and 9 Health Districts in company with Inspectors Knight and Brown.

"The Western Market is in a very filthy condition; a quantity of rubbish needs removal; some boards apparently used for sleeping purposes lying across the roof timbers should not be allowed to remain, and the whole place requires two or three coats of limewash.

"The Sai Ying Pun Market was fairly clean, but we are of opinion that the Government should do with the markets what they compel the community to do with their dwellings, viz., limewash them at least twice a year.

"We visited several houses in No. 9 district and found a declared improvement in the sanitary condition of those which have been opened up at the back in accordance with recent legislation on the subject, but the living rooms, and especially cubicles, are in the usual filthy state, and it is apparently hopeless to expect them to be otherwise under the cramped and crowded circumstances in which the poorer classes live. The rents of First Street we found to vary from \$2.20 to \$3.00 for a cubicle 8 feet square.

"No. 24, First Street, appears to be overcrowded, the occupants owning up to 36 people on the first floor and 24 on the second, where there should be only 16 in each case.

"No. 39, Centre Street—The basement is used as a bean-curd factory, and the floor is in a very dilapidated state. We consider that the ground surfaces of basements which are used as work-rooms should be concreted, for, as in this instance, the smells

emanating from putrid matter in the holes and defective joints of granite stones must be injurious to the health of the workers.

"Sing In Lane needs repaving or, better still, concreting, as it is evident on all sides that granite paving is unsuitable for back-yards and lanes."

Dr. HARTIGAN minuted: "The defects noted should be attended to promptly."

Dr. CLARK minuted: "Will do so."

The PRESIDENT said that he had issued an order for these markets to be lime-washed throughout. He quite agreed that they should be lime-washed twice a year, and he would see to the matter in future.

On the motion of Mr. OSBORNE, seconded by Mr. McKIE, the report was adopted.

THE INSPECTOR'S QUARTERS AT KENNEDYTOWN.

A reply to the report of the sub-committee for the erection of new quarters for the Inspector at Kennedytown was submitted. The committee recommended the erection of a two-storied building to the north or north-west of Inland Lot 1,082 and fronting the sea, adding that to do this it would be necessary to reclaim a small area of the foreshore.

In his reply the Colonial Secretary says:—"I am directed to inform you that the Government considers the site selected by the sub-committee for the erection of new quarters for the Inspector at Kennedytown to be most undesirable. The Government is informed that the site would entail a large outlay for reclamation, and the erection of a building thereon would be very expensive owing to the necessity for piled foundations. The proposed site, moreover, is in close proximity to the permanent plague hospital, and still closer to the site on which the Tung Wa Hospital authorities are going to build another plague hospital."

Dr. Clark minuted:—"The committee were accompanied by the D. P. W., who informed them that the cost of building on the site selected would not be great. The Board have had no information from the Government as to the erection of a plague hospital by the Tung Wa Hospital authorities on any site. The site selected by the committee was to the north of the proposed Jubilee Road, and if this latter is to be regarded as safe for pedestrians the dwelling would surely be equally safe. I suggest that these matters be brought to the attention of the Government."

Dr. HARTIGAN said the sub-committee searched the whole place, and where they were going to get a more desirable site than the one suggested he was at a loss to understand. They could not put it on the hill, which was covered with the dead bodies of animals. The place was saturated with filth, and how they could expect any quarters to be erected there without the expenditure of a great deal more money than would be expended in reclaiming this small portion of seashore he was at a loss to understand. With regard to the outlay in reclaiming they put the question to the Acting Director of Public Works, who was with them, and he told them distinctly that the outlay would not be large one. In fact, when he suggested that the hill was an undesirable site, he agreed with him and recommended the site proposed. Immediately afterwards they got a letter from the Government contradicting him and making fools of the sub-committee and wasting their time, for they lost two hours in going down to this place at West Point. The site was not in close proximity to the Plague Hospital, which was at the top of the hill, whilst the proposed site of the Inspector's quarters was at the bottom. With regard to the infectious hospital mentioned in the letter, this was the first they had heard of it, as Dr. Clark had remarked. He had always understood that that Board was the Sanitary Authority for Hongkong, and as such it was certainly one of its duties to select sites for hospitals of all sorts. He did not know what their *locus standi* was, or what their object was in meeting together if a small-pox or plague hospital could be dumped down in any part of the town without any skilled evidence being taken as to the suitability of the site. He did not ask this as a favour. He said that that Board had a right to be consulted on a matter of this sort, and he considered that the Government had snubbed the Board and every member of it, including its President. He begged

to propose that a reply be addressed to the Government in accordance with the terms of the minutes appended to the papers.

Mr. OSBORNE seconded, and the motion was carried.

THE PROPOSED REFUSE DESTRUCTOR.

Mr. OSBORNE, pursuant to notice, moved:—"That the Government be asked to inform the Board why the Refuse Destructor which was unanimously recommended by the Board and sanctioned by His Excellency the Governor in June, 1899, has not been included in the estimates of Public Works Extraordinary for next year." He said it might be within the recollection of the Board that the proposal to erect a public refuse destructor was first brought up some one and a half or two years ago, and Mr. Crook, who was then on leave or about to go on leave, was asked by the Government to draw up a report. Mr. Crook spent a great deal of time and trouble in England in visiting different refuse destructors at work there, and he drew up a very able and exhaustive report as to the best kind of destructor for this place, and on his recommendation, and after weighing the pros and cons of the matter, after considering all the objections which had been raised to this destructor, the Board unanimously came to the conclusion that it was very desirable on grounds of public health that by this means they should be able to get rid of the garbage of the town in very much easier and more expeditious manner than they did at present, that they should be able to stop a good deal of the dumping of refuse along the Praya which went on at present. On the recommendation of the Board the Government promised to put this destructor in the estimates for 1901. That satisfied the Board, who were somewhat astonished at the prompt way in which their recommendation was granted. The other day the list of Public Works Extraordinary was published in the *Gazette*, and he noticed that there was no mention made of this destructor. No word of warning had been sent to the Board that the destructor was to be withdrawn from the estimates. No explanation was given, and apparently the whole question was shelved and they were not going to get their destructor. Apart from the desirability of this destructor on the ground of public health, it seemed to him to be somewhat wanting in courtesy to the Board that the Government should first of all definitely promise to grant their request and six or nine months afterwards quietly shelve the question. He proposed the resolution because he thought this another snub from the Government. He thought they were being treated by the Government as children. "Yes, keep them quiet at any cost, but give them nothing." They should not rest content until they had a satisfactory explanation as to why this vote was not included in the Public Works Extraordinary for next year.

Major BROWN seconded, and the resolution was carried.

THE WATER SERVICE ON THE HIGHER LEVELS.

Mr. McKIE had given notice to move:—"That the Government be asked to state what

steps are being taken to provide pumping apparatus of a sufficiently effective description to prevent a repetition of the great inconvenience caused to Peak residents on the higher levels during the last fourteen days by failure of the water service and the danger thereby caused by the said residents having to resort, for their supplies of drinking water, to wells that are filled from very dubious sources. He said that after the explanation given to him by the President he begged to withdraw his motion."

The PRESIDENT, in explanation, said the question of the Peak Water supply had been before the Government for a considerable time. Proposals for meeting the supply for the Peak were taken up almost immediately after he came to the colony. The Peak residents were supplied by one small pipe from Bonham Road and if anything happened to that pipe the Peak would be without water. It was then decided to establish pumping machinery on Bowen Road filter bed, and another reservoir at Mount Gough. The machinery for the pumping station at Bowen Road had been out for some months. There had been a difficulty about getting a site for the reservoir, but the difficulty was about to be overcome. He hoped that next year they would have a pumping station in Bowen Road as well as in Bonham

Road. In addition the pipe at Bonham Road was to be duplicated.

THE BACKYARDS ORDINANCE.

Dr. CLARK, pursuant to notice, moved:—"That the Governor in Council be requested to give general authority to the Sanitary Board to modify at their discretion the requirements of section 7 of the Insanitary Properties Ordinance, 1899, in the case of corner houses abutting on two public streets of a width of not less than fifteen feet each provided that window area and proper arrangements as to drainage shall have been provided to the satisfaction of the Board in every such case." He said the resolution was merely formal, and was to do away with the necessity of having to submit to His Excellency the Governor any case where exemption with regard to backyards was applied for.

A PUBLIC NUISANCE.

Major BROWN had given notice to move:—"That the Sanitary Board pass a resolution bringing to the notice of the Government the urgent need of making a change in the following Bye-law, viz., No. 3 made under sub-section 6 of section 13 of Ordinance No. 24 of 1887 to read thus:—Except between the hours of 1 a.m. and 6 a.m. the conveyance of excreta matters along any public road or street is prohibited."

The PRESIDENT pointed out that this motion was not quite in order. The making or repealing of Bye-laws rested not with the Government, but with the Board. Therefore it would be rather absurd for them to apply to the Government to do something which they were bound to do themselves. A resolution to meet Major Brown's proposal had been drawn up.

This resolution was carried, on the motion of Major BROWN, seconded by Mr. McKIE.

THE DUST BIN AT WANCHAI MARKET.

Correspondence relative to a dust bin at Wanchai Market was submitted.

The majority of the Board expressed a desire that it should be provided with a roof, and the President promised to attend to the matter.

THE SMOKE NUISANCES AT WANCHAI.

The following petition, addressed to Dr. Clark from St. Francis Church and dated September, was submitted:—

"With reference to your statement in the meeting of the Sanitary Board which appeared in the issue of the *Daily Press* of 6th July, 1900, about complaints received against a foundry in Queen's Road, permit us to make a few remarks on this establishment."

"It is with unfeigned regret we learn that your motion the Board should recommend the Government to introduce a short smoke abatement Ordinance similar to the Imperial Public Health Act, 1875, was not carried, in consequence, we believe, that the honourable members in opposition were not aware of the gravity of the offence committed by the above-mentioned firm."

"At the same time while you were trying to introduce a Bill to suppress smoke nuisance, etc., we, the undersigned owners and residents of Holy Infant Lane, St. Francis Street, Queen's Road East, etc., have forwarded a petition to the Government praying for removal of this manufacturing company, and since then we are sorry to state we have not heard anything on the matter."

"The subject of our complaint is with regard to two companies conducting business on an extensive scale with their factories attached to the premises adjoining each other, the first one carrying on as sweatmeat preservers and the other an engineering and shipbuilding concern, and they are both situated in Queen's Road East."

"We would point out that there are six ill-constructed funnels erected between these two firms which in almost every hour of the day issue dense volumes of smoke which entirely envelop all the adjacent houses, causing great inconvenience to the inmates."

"Allow us to mention that besides coal smoke, which was bad enough, these factories melt their leads, tins, coppers, and some mysterious chemicals and compositions in connection with their business, which give the fumes an odour quite repugnant to the senses."

"We are conscious that it is not in our power to interfere with legitimate trade carried on by these firms, but when their business assumes such large proportions as to injure the health of those who are living in the neighbourhood, we beg most respectfully to claim your kind protection."

"We ask you to be good enough to convey our grievance before the honourable body of the Sanitary Board at the next meeting, and as it constitutes an integral part of their duty to protect the interests of those entrusted to their care, we have every confidence that they will not make an exception in our humble case, for when owners of different blocks of buildings, together with all the foreign residents representing several thousand people, join together in the common cause, we hope they are entitled to an impartial hearing, as the proverbial *vox populi* is always the voice of God.

"While apologising for the length of our letter, we tender you the fullest expression of our very best thanks in advance for the favour of a reply."

Dr. Clark minuted:—"The Government have written home for full particulars as to the means of enforcing sub-section 7 of section 91 of the Imperial Public Health Act of 1875, which deals with smoke nuisances. I think this might be laid on the Board table at our next meeting with an intimation to the above effect."

On the motion of Mr. OSBORNE, seconded by Dr. CLARK, it was decided to forward a reply to the petitioners to the effect that the matter was under the consideration of the Government.

BACKYARDS.

An application for exemption from providing backyards to Nos. 2, 4, and 6, Tung Wa Lane, was submitted, but the application was refused.

THE PLAGUE IN FORMOSA.

A return from the British Consulate at Anping says that since July 19th there have been 11 deaths from plague in the Island of Formosa and 12 new cases.

Dr. Hartigan minuted:—"The percentage of recoveries is higher than in Hongkong. Probably many doubtful cases included."

Dr. Clark minuted:—"Quarantine restrictions should be removed at once, I think."

It was decided to recommend the removal of the restrictions.

DEATHS IN MACAO.

The deaths in Macao for the week ended 30th September numbered 45.

THE HEALTH OF THE COLONY.

The death rate for the colony for the week ended 29th September was 21.6, against 24.6 for the previous week and 22.8 for the corresponding week last year.

This was all the business.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The British transport *Palamcott* returned on the 5th inst. from Taku via Weihaiwei.

The British transports *Landaura* and *Narab* left on the 5th inst. for Taku.

The *Fazilka* left for Calcutta.

The Italian transports *Singapore* and *Marco Minghetti* left for Singapore.

On the 6th inst. the British transport *Pentakota* arrived from Calcutta, bringing a cargo of 183 Siege Train bullocks for the north. The European officers on board were Capt. Gooch; and Sergeants Wilson and Watson, N.C.O's.

The *Palamcott* left on the 7th inst. for Bombay.

The German gunboat *Tiger* proceeded the same day to Canton, returning on the 8th inst.

The P. & O. steamer *Socotra*, which arrived on the 6th inst., had the following explosive packages for the British Government in China:—5 cases of gun cotton, 785 filled shells, 286 lyddite shells, 1,257 filled cartridges, 901 filled shells in boxes, 1,163 filled cartridges, in cases, and 123 fuses and 5 primers, in cases.

The British transport *Rajah* left on the 7th inst. for Taku.

The Japanese cruiser *Takichio* left the harbour on the 8th inst. for Japan.

The *Nairung* returned from Weihaiwei on the 8th inst.

The hospital-ship *Gwalior*, the gift to the British Government of H.H. the Maharajah Scindia of Gwalior, arrived on the 9th inst. from Calcutta. On board were the Maharajah himself, Col. Croft, Major Coates, Capt. Moore, Lieut. Tate, and Lieut. Spence, A.D.C. H.H. was entertained by H.E. the Governor at a lunch at Government House in the afternoon.

The Japanese battleship *Asahi* arrived here on the 10th inst. from Singapore.

The British transport *Nairung* left on the 9th inst. for Rangoon.

The British transport *Nowshera* arrived on the 9th inst. from Calcutta on her second journey up north. She brings a Siege Train Bullock Establishment of 118 men and bullocks, under the charge of five European officers.

The French transport *Peiho*, which was formerly an old *Messageries Maritimes* liner, arrived on the 10th inst. from Marseilles. She brings out 26 officers and 1,076 men for service in North China.

The German gunboats *Tiger* and *Luchs* left on the 10th inst. for Canton.

The storeship *Humber* left on the 10th inst. for Weihaiwei.

The transport *Urala*, which arrived on the 10th inst., sailed on the 11th inst. for the north, and the Maharajah Scindia of Gwalior left by her. The *Urala* has on board the last troops and details of the 4th Brigade, composed of the Remount Depot, the Base Veterinary Depot, Military Telegraphists, Sanitary Establishment, D Section of No. 62 Native Field Hospital, Transport Cart, and 75 Conservancy Bullocks. The Military Telegraphists are drawn from 15 different regiments. Lieutenant Bridges of the 25th Gurkhas, who arrived in the *Urala*, joins the Hongkong Regiment.

The French transport *Peiho* left early on the 11th inst. for Taku, while the French cruiser *Chasseloup Laubat* left the same morning for Saigon.

THE TROUBLE IN KWANGTUNG.

The neighbourhood of Sam-chun, which has long been noted as a hot-bed of robbers and other bad characters, has been brought prominently before the Chinese and British authorities during the past few days by a serious incident which took place a few miles to the north of the city on the 5th inst., when information was received to the effect that a body of a thousand armed men wearing the Boxer badge—a red band round the forehead—attacked the town of Saiwan, put to flight the garrison of 200 men, and looted the place.

The British and Chinese authorities were informed of the occurrence and also of a report stating that a descent upon Sam-chun was anticipated. The reinforcement of the garrison was urged, with the result that some troops from the Bogue Forts have been hurried on to the scene.

The police station at Ching Sui is the nearest British out-post to Sam-chun. In consequence of the disturbed state of the district a strong body of police has been stationed there for some time. It is no secret that for months drilling has been going on among the members of the secret societies at Sam-chun, and the natives have openly threatened to make short work of the Britishers in the vicinity when the appointed time came. The temporary police quarters at Ching Sui are badly situated for defence. In case of an attack there would be nothing for the police to do but to vacate them and take up a position on an adjoining height. The new quarters will occupy a much better site.

Captain Superintendent May went over to Ching Sui on Friday night, 5th inst., taking with him about a dozen men.

On the 10th inst. it was reported that the rebels had retreated northwards and taken up positions at Wang Kang and Sam-yantan.

There are extensive mission premises at Tai Wo Tsui and Li Long, near to which the rebels must have passed, and the fact that they left them untouched seems to point to the conclusion that the rising is not altogether an anti-foreign one, but rather one in opposition to the mandarins.

Admiral Ho has arrived at Samchun, the garrison at which place has been strengthened by 2,000 men and six guns.

A sharp look-out is being kept by the police in the New Territory for any signs of the rebels.

The latest report from Samchun is to the effect that everything is quiet.

THE WELSH FUSILIERS.

A rumour was current in the city on the 10th inst. that the Welsh Fusiliers and the other men belonging to the Hongkong Garrison at present up north have been ordered to return to Hongkong. This report has now been confirmed.

EVENTS AT TIENTSIN.

The *Peking and Tientsin Times* records the arrival at Tientsin on the 26th ult. of Count von Waldersee. He was received by a strong guard of honour from all the forces there, detachment of the German Lancers, the 20th French Infantry Regiment, Russian Infantry, and Japanese Infantry being ranged on the French Bund; and Italian Infantry, Italian Marines, Australian Marines, 20th Punjab Native Infantry, French Infantry, Americans, and Germans on the opposite side of the river lining the road from the bridge to the Station. All the regimental bands were present, and each played a few bars as the Commander-in-Chief approached the Consular body, the German community and many other civilians being present. Count von Waldersee drove direct to the German Consulate, the German Lancers forming an imposing guard of honour. In the evening the band gave a torchlight concert outside the Commander-in-Chief's quarters.

Gen. Sir A. Gaselee, K.C.B., arrived from Peking on the 25th ult. and left for Weihaiwei the same afternoon.

The sale of loot by British troops in the streets of the British Settlement has been most strictly prohibited.

The British Authorities are commencing to purchase timber for the construction of winter quarters for the troops.

Owing to the Russians having occupied Lutai, the Tongshan works have been deserted by the Cantonese and looted by the mob.

The full Hongkong Regiment are now here, with their band, says our northern contemporary, and they will doubtless bear a share in our entertainment during the winter.

THE HOSPITAL SHIP "GWAIIOR."

A valuable addition to the fleet of hospital ships which have been fitted up to meet the requirements of the sick and wounded during the troubles in North China is the *Gwalior*, which came into the harbour on Tuesday from Calcutta, and was taken from her temporary moorings opposite the Naval Yard on Wednesday morning and berthed alongside the Kowloon Docks later in the day. From the time when it was first known that the Indian troops would co-operate with the main body of the Allied forces, it was considered that something more than the ordinary field hospitals would be required to cope with the emergencies arising from the differences of caste among the various Indian regiments, and it is due to H. H. the Maharajah of Gwalior that provision is now made for the efficient care of the native sick and wounded without encroaching upon their caste prejudices or omitting the minute details in their different customs and usages. Although the Maharajah is not alone among the Indian princes in his munificence toward the troops engaged in the struggles of the North the fitting out of the *Gwalior* for the purposes for which she is intended, is a step which reflects the greatest credit upon H. H. and the able staff under him. The vessel herself is an old New Zealand trader which was bought some years ago, with a few others, from the New Zealand Shipping Company by the British India Steam Navigation Company. She underwent at the time of her purchase a thorough overhaul, and was refitted to meet the requirements of the British India trade round the Bay of Bengal. After a few years she was laid up to make way for faster and more suitable steamers on the local runs where the quickest transit of the mails was a first consideration. The Maharajah was advised that she would be a most acceptable vessel for his purpose, and about a couple of months ago he opened up negotiations with the British India Company which eventually terminated in a six months' charter being entered into for the China coast. The Indian military authorities were communicated with, and a survey of the steamer resulted in the Government of India approving her, and signifying their assent to certain plans and alterations in her deck fittings so as to render her use as a hospital-ship in every respect beneficial to those who would be medically and surgically treated on board.

The Maharajah then expressed his willingness thoroughly to refit and equip the vessel at his own cost, and she was put in hand at once.

The tween decks were covered in and divided into three wards, the water-tight bulkheads being the divisions, and the doors and footways leading through them and opening up communication right fore and aft of the vessel. Each of these wards accommodates 50 patients, or 150 throughout the whole deck. On the after side of No. 3 ward, which extends from the after bulkhead to the stern, there are two wards for prisoners, and on each side of these latrines and bath rooms are fitted up with all the modern improvements tiled round the sides and over the deck, so that the wood may be impervious to any impurities. On the fore side of the bulkhead and right amidships is a large electric fan for expelling the foul air, which will be switched on once a day or oftener if required. The fore part of this ward has a darkened room for use when the application of the X Rays apparatus becomes necessary. The beds, or cots, are so arranged that sufficient cubic space is allowed for each patient, and are placed in tiers on the same plan as the general wards in any shore hospital. The mattresses and bedding leave nothing to be desired, provision having been amply made to meet the cold weather of the North throughout the coming winter. In No. 2 ward the same display of beds is to be seen, while on each side are two operating rooms, a dispensary and a surgery, with a lavatory on the fore part easily accessible to patients and sick-attendants alike. The tables in the operating rooms are of the most approved style, and the fittings round about show an amount of consideration rarely seen in apartments of a like manner in kindred institutions. The dispensary and surgery are both spacious, and are tastefully fitted with oscillating racks and guards for security against the roll of the ship. In all these side-rooms tiles are cemented round about which serve their practical purpose as well as brightening the appearance of each, and giving a permanently sweetening effect otherwise unattainable. No. 1 ward in the fore part of the steamer is similarly fitted up, while on the deck above can be seen a mortuary, native wash-houses with ironing and drying rooms attached, dhobies' rooms, and 4 cookhouses, two for use by the Mahomedans and two by the Hindoos. These houses have been erected with every care for the various castes, and special cooks have been engaged to attend to the wants of the natives on board.

The medical staff consists of Lieut.-Col. A. M. Crofts (who is in charge), Major Coates, Captain Moore, Lieut. Tate, and Mr. A. G. Bowder, Assistant Surgeon, with six hospital assistants, and the commissariat and medical establishment. The whole of the staff have seen previous active service, Mr. Bowder having been 19 years in the Indian military service at Cawnpore, with occasional drafts to the Frontier disturbances in recent years.

The *Gwalior* is under the command of Captain W. W. Allen, who has been thirty-two years in the British India Company, and who has a varied experience over the several tracks taken by the Company's steamers. He is considered one of the most popular of B. I. Captains, and was selected for his present post mainly because of the esteem in which he was held by those who have the management of the company's business, as well as those engaged in shipping circles throughout the East. His chief officer is Mr. C. H. Sharp, and his second officer Mr. Denne. The Chief Engineer is M. McKersie, and his second Mr. Maclean, both of whom are popular officers on the Indian coast line.

It is proposed to introduce Chinese labour into Rhodesia for the mines. The Chartered Co. has hitherto been neutral on the question, but according to a home financial paper there is good reason to believe that if a line of action were adopted that promised the mines a supply of the labour they need, while giving ample guarantees against the establishment of a permanent Chinese settlement, the company would do what would be required to make effective and administer the *modus vivendi*. The mining interests would be satisfied with an arrangement under which Chinese would be imported on strict contracts for a short term of years—probably three. At the expiry of the period the indentured miners would be compelled to leave the country, and the employers would be under obligation to ship them home.

THE COLLAPSE OF A HOUSE IN HOLLYWOOD ROAD.

THE ENQUIRY.

At the Magistracy on Saturday, 6th inst., Mr. Hazeland continued the enquiry into the circumstances connected with the death of Lan Chan, a married woman 30 years of age, and her servant, Li Yit Yan, aged 13, who lost their lives through the collapse of the cockhouses behind No. 42, Hollywood Road, on the 25th September.

Dr. Thomson said that he attended the public mortuary on the day following the accident in Hollywood Road, and examined two bodies which had been identified as those of the females named. In both cases, there were fracture of ribs and evidence of having been covered by debris of a house. He did not consider internal examination necessary. He was of opinion that the cause of death in both cases was suffocation.

Lance-Sergeant Mackay said that at 9.30 a.m. on the 25th September he received a telephone message directing him to go to 42, Hollywood Road. When he arrived he found that the house had collapsed at the back. He took charge of the coolies who were working at the removing of the debris and, at one o'clock in the afternoon, they came across the body of a woman age 30. Shortly afterwards they unearthed that of a girl, aged about 13 years. Both were dead and the bodies were removed to the mortuary.

J. M. Xavier, assistant engineer, Public Works Department, said he visited the house named at ten o'clock on the morning of the accident. He found that the cross-wall between the yard and the kitchen had collapsed and brought down with it all the floors and roofs of the kitchens above. This house was an ordinary Chinese house of the usual construction. The collapsed cross-wall was built of blue bricks 18 inches thick on the ground floor, 14 inches thick on the first floor, and 19 inches thick on the second floor. He understood that one bridge had lately been taken away from the second floor in order to comply with Ordinance 34 of 1899, and no notice under Ordinance 7 of 1895 was given to the Public Works Department for the work. From inquiries made on the spot he learned, from the occupiers of the first and second floors, that a window, was being opened in the cross-wall dividing the kitchen from the yard on the ground floor, and that this work was in progress when the accident happened. For this work the Public Works Department had received no notice. He would also point out that the cross wall was insufficiently bonded.

Tong Sui Sing said he was a dealer in foreign coal. He lived at 42, Hollywood Road, and his wife was killed by the accident. His servant Lan Yit Yan was also killed. They lived on the first floor.

The inquiry was adjourned till Wednesday for further evidence.

At the Magistracy on the 10th inst. Mr. Hazeland continued his investigation into the collapse of the house at 42, Hollywood Road. Several witnesses were examined, and some important facts were elicited. Chan Su, a bar-boy in the employ of Blackhead and Co., who lives on the first floor, deposed to calling his father's attention to the fact that the wall was not straight just before the collapse. The father examined the wall and on seeing that there was a crack in it he went out to get some scaffolding. When near the Alice Memorial Hospital he heard that the house had come down. It also appeared that the holes in the wall were noticed the day previous to the accident, and that it had been arranged to fill them up with bricks in order to strengthen the wall. His Worship, addressing chief Detective Inspector Hanson, said he was very much obliged to him for the trouble he had taken in this matter, but suggested that an effort should be made to get the previous tenant, to see whether he gave notice to the landlord. He would accordingly adjourn the enquiry *sine die*.

The *Progreso* a few days ago gave currency to a rumour at Manila that Agumaldo has died in the province of Isabela. No credence was, however, placed in the statement.

THE APPROPRIATION BILL.

The following is the expenditure authorised by the Appropriation Bill for next year—

Charge on account of Public Debt	\$153,820.00
Pensions	164,000.00
Governor and Legislature	61,541.00
Colonial Secretary's Department	41,629.00
Audit Department	10,000.00
Treasury	30,157.00
Public Works Department	123,306.00
Post Office	269,480.00
Registrar General's Department	21,055.00
Harbour Master's Department	94,683.00
Lighthouses	24,976.00
Observatory	15,488.00
Botanical and Afforestation Department	27,367.24
Legal Departments	79,716.00
Land Court, New Territory	32,884.00
Ecclesiastical	2,200.00
Education	90,665.00
Medical Departments	130,134.00
Magistracy	19,541.05
Police	493,413.00
Sanitary Department	152,998.00
Charitable Allowances	5,260.00
Transport	3,000.00
Miscellaneous Services	216,594.00
Contribution towards Barrack Services	45,000.00
Colonial Defences—Expenses of the Volunteers	62,755.00
Public Works, Recurrent	281,740.00
Public Works, Extraordinary, viz.:	
New Law Courts	\$100,000.00
The Governor's Peak Residence	50,000.00
No. 7 Police Station	16,000.00
New Sheep and Swine Depot	11,000.00
Four Public Latrines	12,000.00
Public Urinals	5,000.00
Contribution towards Iron Fence round Cricket Ground	1,066.00
Completion of Gaol Officers' Quarters (re-vote)	86,726.00
Police Station at Tsun Wan	13,000.00
Gaol Extension	3,000.00
Praya Reclamation	15,000.00
Praya Reclamation—Government Piers	5,000.00
Extension of Taiipo Road, 2nd Section	50,000.00
Extension of Pokfulam Conduit Road	5,000.00
Western Market	50,000.00
Harbour Master's Office	30,000.00
Survey of New Territory	38,000.00
Tytam Reservoirs	40,000.00
City of Victoria and Hill District Waterworks	40,000.00
Extension of Storm-water Nullah, Mong Kok-tai	8,450.00
District Watchmen's Quarters—Government Share	1,000.00
Quarantine and Segregation Camp at Lai-chi-kok	20,000.00
Addition to Nurses Quarters	24,000.00
Police Station at Funtian	14,000.00
Kowloon Waterworks, Site 1	100,000.00
Praya East Reclamation	2,000.00
Home for Quarantined Dogs	1,000.00
Sai Kung Police Station	2,098.00
Perch on Rock near Lyemun	1,500.00
School and house at On Long	1,500.00
Volunteer Head Quarters	30,000.00
Total	\$3,880,134.29

A FRENCH WRITER ON THE COLONISATION OF CHINA.

In a recent number of the *Debate* M. Paul Leroy-Beaulieu, whose admirable treatment of Chinese affairs we have several times had occasion to notice, discussed the question of the economic and financial future of this great empire. The point most worthy of notice in his article is when he deals with the possibility of "colonising" China, an idea which possesses at least some of the civilised nations strongly. To subject China, he says, if not to the direct government of a civilised nation, at least to a kind of political guardianship such as Egypt is under—this is the dominant idea among civilised nations, with the possible exception of the United States. M. Leroy Beaulieu does Great Britain an injustice in attributing this desire to her, in spite of the colour given to the supposition by the occupation of Weihaiwei; but he is no doubt correct in the general statement that the idea is popular to allot each Power a foothold on the coast whence its influence shall penetrate into the interior and thus secure for each a sphere of influence. This policy inaugurated in March, 1898, by Germany has been studiously followed up by other nations since, and so the Western Powers have light-heartedly set about the colonisation of China.

The grand error which the civilised nations have committed, continues the French writer, is in believing that China can be colonised. It is not so; China is not colonisable in the real sense of the word, and it is perhaps fortunate that the nations have been checked on the way along which they were proceeding so cheerfully before they have sunk too deep in the mire. A people cannot submit to colonisation except when it is weak and inert by nature or when it has no national conscience or general organisation. This cannot be said of the Chinese, who are as much realists and workers as the Indians are idealists and dreamers. For all certain writers may say, states Mr. Leroy-Beaulieu, there are not several Chinas, but one China. The central power may be weak, and may not exercise its authority over the vast mass of territory without losing much on the way; but there is still the mass of Chinese with the same ideas, feelings and prejudices, and the mental attitude of the Chinese is intractable to direct Western influence. To try to transform the country into colonies, even by cutting it up into five or six pieces, is simply the height of folly. China cannot and will not become a colony. It will remain China, and be modified gradually, far less in its mental attitude than in its industrial methods. Such is Mr. Leroy-Beaulieu's conclusion.

THE ROYAL ENGINEERS' CONCERT.

The entertainment given by the Royal Engineers' Variety Club at Wellington Barracks on Monday passed off very successfully. The concert began at 8.30 and by the time H.E. the Governor arrived, accompanied by Lady and Miss Blake and suite, a full and very representative house was assembled. Towards the end of the evening the heavy rain rendered it rather hard for the military portion of the audience at the back of the building to catch the dialogue of Maddison Morton's farce, *Woodcock's Little Game*, but in all respects the arrangements made for the comfort of the visitors were excellent. The first part of the programme consisted of songs, in which Mrs. Boulter, with "The Flight of Ages," "The Green Isle of Erin," and a duet with her husband, represented the ladies and was much applauded. Mr. Alec Marsh delighted the audience with "The Sailor's Grave" and "The Leather Bottle." Sergt. Simmers, R.E., sang "The Lad in Red," and later "The Skipper," Pte. Burgess, A.O.C., "Sons of the Empire," and Pte. Byles, R.A.M.C., "The British Navy." Among the comic singers, Sergt. Viggers, A.O.C., scored a great success with "That's how I Saved my Life" and "We've all got Something to Show," as did Pte. Drury, R.A.M.C., with "Toothache" and, as an encore, the "sketch," Napoleon's farewell to his troops. Sergt. H. Ward's "That's Mine when You've Done with It" and "One of the Boys" were also good performances. The second part of the programme, the farce *Woodcock's Little*

Game, was very amusing. Mrs. Bagnall-Wild was very good as Mrs. Larkings, and as ladies Sapr. Booty and Pte. Pitt made great hits. The deep-voiced Mrs. Col. Carver (Sapr. Booty) was a great favourite with the pit, especially in her evening "confection." Her fainting fit was most realistic. As Mrs. Woodcock Pte. Pitt looked well but seemed rather shy of producing his voice. Mr. Bagnall-Wild was an excellent Woodcock, and Corpl. Wilmshurst and Sergt. Conway gave him good support in the male parts. Corpl. Housley made a gigantic Susan. We must not omit to mention the efficient assistance of the Fusiliers' Band and the two accompanists, Sapr. Long and Sergt. Burrell. The Royal Engineers are to be heartily congratulated on their entertainment.

ANOTHER SHANGHAI TELEGRAM.

THE U.S. COMMISSIONER AND THE INTERVIEWER.

Mr. W. W. Rockhill, the special American Commissioner who was sent to China to report upon the situation, is reported, in a conversation with Reuter's Shanghai Correspondent, to have emphasised the importance of harmonious action on the part of the Powers as a measure of self-defence. He is alleged to have said:—

If the Chinese Government is able to break up the concert of the nations if it manages to bring about a disagreement on the part of any Government, or a weakening by which it can secure any concessions from the joint demands, all foreigners in China may as well pack up and leave. The present is a beautiful occasion to settle for all time the status of foreigners in China. If it is not settled now the Chinese will be encouraged to continue their present policy, and the Powers will have the whole trouble to thresh out over again every two or three years. I believe all the Governments are impressed with this truth, and I am convinced the majority realise that a definite and permanent settlement as to the status of foreigners and the establishment of freedom of trade are of greater importance to them now than the acquisition of territory. This has been a deliberately-planned movement on the part of the Chinese Government to expel all foreigners. The decrees printed in the *Imperial Gazette* have proved that this has been practically successful, since every foreigner in the interior has been obliged to take refuge in the treaty ports. The Chinese Government merely utilised the "Boxers" as convenient accessories to their scheme. The relief of Peking was merely an incident in the present crisis. The really important work remains to be done. The man who is probably the best informed alive on Eastern politics said to me that it was the greatest crisis in the history of China, and that all preceding Eastern questions had sunk into insignificance beside it. Are the civilised nations to yield to the conceit of the Chinese in their own superiority?

A subsequent wire from Shanghai states that Mr. Rockhill denies the statement attributed to him above.

The *Daily Telegraph's* Washington Correspondent telegraphs:—It is believed that Mr. Rockhill has seriously impaired his usefulness as American representative in the peace negotiations in China by reason of the alleged interview with him, in which he is said to have expressed sentiments which the American Administration objects to being held responsible for. Although Mr. Rockhill denies having authorised the objectionable interview, his conduct since he arrived in China has been severely criticised at Cabinet meetings, and he will undoubtedly be recalled. Mr. Conger will remain in China as America's representative in such negotiations as may be desirable to bring about a settlement of the Chinese problem. The instructions given to Mr. Rockhill, who was expected to relieve Mr. Conger, have been transferred to Mr. Conger, who will, in addition to his other duties, perform the work intended to be done by Mr. Rockhill.

On the 2nd inst. a presentation was made to Capt. Pattinson, who, as we have already recorded, has just resigned the position of Captain-Superintendent of Police at Shanghai. The presentation was made on behalf of the force.

LAWSUIT BY A LOCAL WINE MERCHANT.

His Honour Judge Wilkinson was engaged on the 5th inst. in the Supreme Court at Shanghai in hearing a suit which had been instituted by Herbert Price, trading as H. Price & Co., wine and spirit merchants of Hongkong, against Alexander Samson, as administrator of the estate of H. D. Patch, deceased, who during his lifetime carried on business at Shanghai as H. D. Patch & Co., wine and spirit merchants and brewers of ale and porter. In the statement of claim the plaintiff set out that he was prior to and up to the time of the death of Mr. Patch, his agent at Hongkong. In January last, at the request of the defendant, he (the plaintiff) rendered his agency account of sales, but in doing so made a mistake and debited the defendant with a sum of \$1,869.86 instead of \$2,054.80, the proper amount. He (the plaintiff) when the error was found out applied to the defendant for the sum of \$184.94, being the amount overpaid, but no notice was taken of the application. He therefore claimed that amount (\$184.94) together with interest thereon at the rate of 7 per cent. per annum and costs.

The defence was an admittance of the allegations, with a plea that undue delay had been caused in rectifying the error. There was also a plea that the estate of the deceased was insolvent and of that fact the plaintiff by his counsel had had notice.

Messrs. Browett and Ellis appeared for the plaintiff, and Mr. H. C. Brushfield represented the defendant.

Counsel for the plaintiff in his opening said that on the answer there was nothing for him to do but to apply for judgment with costs. Apparently nothing had been done so as to administer the estate of the deceased, whether insolvent or otherwise, and under this circumstance plaintiff had taken the proper course of having the debt, which was admitted, satisfied.

His Lordship remarked he could not understand what were the actual facts.

Mr. Brushfield said that the money was really owing by the estate to the plaintiff. The plaintiff being agent for the Patch Brewery used to send his account to Mr. Gande here. By mistake he sent to Mr. Gande on one occasion more money than he ought to have done. He had put in the pleadings that the mistake was not discovered till long afterwards. As soon as the administrator discovered the mistake he came to him.

His Lordship—Looking at this list of assets, where is the money mentioned?

Mr. Brushfield—I understand that this money was actually paid to the deceased Mr. Patch. I don't think the amount would appear in that paper.

His Lordship said the petition alleged that the money was paid to defendant as administrator, but he found no statement of the money having been so received. Did Mr. Brushfield object or could he put in any legal objection?

Mr. Brushfield said they admitted that there was a mistake. The only thing he could say, although no petition had been filed in court, was that the estate was insolvent.

His Lordship then made the following order: Counsel for defendant admits amount by mistake and that amount \$184.94 is due to plaintiff, and that although estate is insolvent defendant has assets to a greater amount than amount of claim. Judgment for \$184.94 and \$37 for costs.

On the 10th instant a shoemaker named Chang Pui, of 21, Lower Lascar Row, was charged with stealing \$25 from a coat which was hanging against the wall of the house named. He volunteered to show the police where he had hidden the money. Accordingly a Chinese detective was sent with him to Lower Lascar Row. When they reached the house the defendant pointed to a shelf, and said the money was there. While pretending to go and get the money down he seized a shoemaker's knife—a big crescent-shaped one—and slashed at his throat. The knife was wrested from his grasp, but he got hold of another and made another slash at his throat, almost covering the wind-pipe. He was subsequently taken to the Hospital, where he was in a precarious condition.

SHIPPING DISASTER OFF IWOSHIMA

A terrible shipping disaster occurred at the mouth of the Nagasaki harbour on the morning of the 1st instant, when the *Ise-maru* collided with the Norwegian steamer *Calanda* off Iwoshima, resulting in the sinking of the latter vessel, with a loss of 33 lives, 19 of whom were those of foreigners. The circumstances attending the disaster are given in a statement made by a passenger on the *Calanda* to a representative of the *Nagasaki Press*, who says:

"The *Calanda* left the harbour at a few minutes past seven, and steered for the Iwoshima light. Shortly after the lights of a steamer were seen some distance ahead. The whistle was blown to warn the other vessel, and the *Calanda* continued her course, which was a southerly one. As no notice was taken of the first warning, another blast of long duration was given and this was answered in a similar method by the incoming steamer. By this time the two boats had approached each other so closely that it was at once seen that a collision would be unavoidable. The lifeboats of the *Calanda* were got ready for lowering, lifebelts were issued to the passengers, and everything possible was done to save the lives of all on board. The engines were ordered to go full speed astern, but before any appreciable result of this action were felt, the other steamer crashed into the *Calanda*, striking her just abaft the starboard bow. The *Calanda* remained impaled for some minutes on the bows of the Japanese steamer, but the latter, which was also going full speed astern, released herself and the *Calanda* drifted away. After the separation of the two vessels, Captain Jensen turned his vessel round with the idea of beaching her, but she had not proceeded far before she filled and began to settle down. The captain and second officer remained on the bridge until the water had reached their waists. Finding that their efforts to beach the vessel were futile, they endeavoured to save themselves by jumping into one of the lifeboats. They missed the boat, and were drawn down by the sinking vessel. On coming to the surface they were picked up by one of the boats of the *Ise*. From the time of the collision to the sinking of the steamer twelve minutes only are said to have elapsed."

The following is a list of the foreigners saved and drowned:

SAVED.

Mrs. Krell and daughter, Mr. Dechanel, and Mrs. Urchensky; Captain Rodionoff, Lieut. Zelgheim, Messrs. Shidlovsky, Sredinsky, Naumoff, Butin, Yaroslavsky, and Parfenieff.

DROWNED.

Mrs. de Camille, Mrs. Mack, Mrs. Davidson, Mrs. Naumoff, Mrs. Zaborovsky, Mrs. Vaviloff, and Mrs. Krell's infant child; Messrs. Rosenthal, Richardson, de Vercours, Zaborovsky, Chermey, Shestopaloff, and Herbstein.

WRECK OF THE "MAY FLINT"

The four-masted barque *May Flint*, which left Hongkong on February 23rd last for Port Neah, and arrived at that port after a passage of 107 days, and after her delay having given rise to speculation in re-insurance that netted \$50,000 to her owners, has been wrecked in the Bay at San Francisco with a loss of four of her crew. It appears that the *Flint* laden with coal on September 8th came up the bay under full sail and without a pilot. In contending against a strong tide and the danger of collision with the multitude of craft taking part in naval parade, the captain of the collier kept his vessel well in the shore, but the flood caught the *Flint* and carried her out toward the battleship *Iowa*. Then came a desperate attempt to clear the battleship, but the collier refused to answer to her helm, and crashed against the *Iowa*'s bow. The *Flint*'s topsail yards were carried away in the collision, and the crippled collier in drawing away struck the ram of the *Iowa*. With a great hole in her bow and the water pouring in the *Flint* cleared herself of the ram and drove on, only to meet with another disaster. Before her loomed the lumber-laden bark *Vidette*, and into the *Vidette* the *Flint* crashed. The gear of the ships became entangled and for a time both vessels seemed doomed and some of the

men leaped into the bay, but soon the collier swung around, and while boats were picking up the struggling men the *May Flint* sank bow first in ten fathoms of water.

The *May Flint* was the third largest sailing vessel in the world and the longest that ever entered this port. She was formerly the *Persian Monarch*, an Atlantic liner, and made her maiden voyage after being rechristened from Baltimore to San Francisco in 1895 with 5,000 tons of coal. Her voyage was perilous and she entered port badly damaged by storms. She spread over 10,000 yards of canvas. Her gross tonnage was 3,576. She was built in 1880 at Dumbarton, Scotland. The length of the *May Flint* was 351.8 feet, width 42.9 feet and depth 16.2 feet. W. E. Mighell was managing owner and her home port was San Francisco.

While still known as the *Persian Monarch* and carrying passengers and freight from London to New York, she ran aground on the night of May 3, 1894, on the sandy shore at Shinnecock light, Long Island. All hands were taken off on a tug. On her first trip she was badly damaged in a storm. While on the return trip she began leaking badly in mid-ocean and was taken back to New York by a sister ship, the *Assyrian Monarch*, and she had various other mishaps. Two years ago she was a fire in Kobe harbour, which fortunately did little damage. She was to have made her next passage to New York to load to Hongkong.

ROYAL NAVAL CANTEEN.

The Trustees of the Royal Naval Canteen gratefully acknowledge the receipt of the following further subscriptions:—

Previously acknowledged	\$3,370
Messrs. Holliday, Wise & Co.	100
" Wilkinson and Grist	100
" Bradley & Co.	100
G. H. Medhurst, Esq.	100
Messrs. Lane, Crawford & Co.	100
	\$3,870

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 7th October.

THE VICEROYALTY OF THE TWO KWANG.
It is now said that Tao Mu, the Manchu Viceroy of Shen-Kan, who was transferred to the Two Kwang, is not coming to Canton, having resigned on account of ill-health. As a rule a Manchu is neither friendly to foreigners nor to Cantonese, as he is apt to say that the latter are tainted with Christianity and have had a good deal to do with foreigners.

THE FOREIGN FLEET OFF SHAMEEN.

There are at present eight gunboats in the Canton river, lying opposite Shameen, viz. the French *Vigilant*, *Argus*, *Avalanche*, and *Comète*, the German *Tiger* and *Luchs*, the English *Britomart*, and American *Don Juan d'Austria*. The *Luchs* and *Don Juan d'Austria* will soon leave, and other ships will come to take their places. This is a pretty strong fleet and would be quite able to reduce the whole city within three hours in case of disturbance.

A MING ANNIVERSARY.

The 15th day of the intercalary 8th moon was not observed by the Chinese here as the moon festival as it was last month, because the Ming dynasty lost its empire on this same day to the Manchus. As for the last month or so there have been rumours that on this anniversary there would be disturbances, the Acting Viceroy ordered strict watch to be kept, and mounted patrols were to be seen going about the street during the day, preceded by a pair of trumpeters blowing vigorously.

A BOOT-TRADE QUARREL.

The division of labour here is so much more strictly observed than it is elsewhere that it has led recently to a serious affray, which resulted in the murder of four men. A shoemaker is not permitted to make a whole pair of shoes; he makes the upper part of them, and sends them to another shop to be healed and soled. Between these two branches of the boot-trade there was a quarrel the other day, followed by a shooting affray, four men being killed.

ANOTHER PIRACY CASE.

On the 1st of October a steam-launch, the *Fut Sang*, left Sankong in the Namhoi district for

Canton. There were 30 to 40 passengers and some cargo on board. Seven or eight of the former turned out to be pirates. All went well until she reached Mankow, when a fishing junk came up. The pirates then produced their revolvers, overawed the crew and passengers and ransacked their luggage and boxes. After removing the spoil into the junk and taking away whatever valuables they could lay their hands upon, they left. It is believed that the captain was in collusion with them.

A CURIOUS SCENE.

I reported in my letter of the 20th September the case of some servants of a house of ill-fame in San Tin Tee, opposite Shameen, who accompanied two girls to a restaurant to sing and drink, and how on account of a Chinaman treading on the foot of one of the girls a quarrel arose, resulting in four men being shot dead. The relatives of the deceased had the dead bodies carried in their coffins and placed in the house where the girls stay, and demanded a squeeze. The mistresses of the house, resisting the demand, had walls built round and enclosed the coffins instead of removing them. A curious scene resulted therefrom, for while the girls and their guests were singing and drinking upstairs, the relatives of the deceased were mournfully crying and making lamentations below.

Canton, 10th October.

TROUBLE AT WUCHOW AND WAICHOW.

News has reached Canton that there have been local disturbances in Wuchow and Waichow. The Magistrate of Waichow sent an urgent telegram to the Viceroy here, asking for the immediate despatch of a large body of troops to suppress the rioting.

MORE FRENCH ASSISTANCE TO THE OFFICIALS.

There were also anti-Christian riots in Chung Luk, Tung Kun, and Ka Hing Chow, five mission houses in the latter place being looted and destroyed. A French gunboat has gone to the scene of disturbance to co-operate with the Chinese officials in suppressing it. It seems strange that at the present epoch, when military forces are quite necessary for the suppression of local risings, the military never can agree with the civil mandarins, and whatever order the latter give the former always refuse to carry out; so it was by an arrangement for co-operation made between the Viceroy Tak and the French Consul M. Hardouin that the French gunboat was despatched to co-operate with the Chinese officials. As the *Avalanche* has done such good work in Shon Tak it is to be hoped that the *Argus* will follow her example.

THE REFORMERS THREATENING.

A few days ago one of the Consuls received a letter signed by a few "Reformers," saying that they will shortly start a rebellion in Canton; and that it would be better as a precaution for all Consuls and other foreigners to clear out of Shameen.

NEW TAOTAI FOR SWATOW.

The Taotai of Swatow being degraded and removed from his post on account of his anti-foreign policy, which had caused disturbances there, the Superintendent of the Canton *Leikin* Bureau is appointed in his stead. A few days before his departure for Swatow he made official calls upon the Consuls in Shameen, and reiterated his assurances of friendly feeling to them, declaring that he would do his best to take care of the interests of the foreign residents and to protect the missionaries there.

Shou Shan, the Tartar General of Heilungchiang (North Manchuria), whose defeat by the Russians at Kirin is reported from Chinese sources, had already been ordered to resign and to prepare for investigation into his conduct. Yen Mow being appointed to his post. Shou Shan was the first Tartar General in Manchuria to begin active operations against the Russians, going so far as to bombard Blagovestchenak on the Russian side of the Amur river in July last. He and Chin Chang, the Manchu Military Governor of Moukden, also ordered to resign his post, it seems, are to be made the scape-goats of Prince Tuan, at whose orders it is known (says the translator of the Imperial Decree in the *N. O. Daily News*) Shou Shan and Chin Chang led their troops, the one against the Russians on the Amur and the other against the enemy south of Moukden.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 11th October.

THE GOVERNOR'S BIRTHDAY.

The city will be *en fête* on the 20th inst., the occasion being the birthday of the Governor H.E. Senhor Horta e Costa. The preliminary arrangements for carrying out a demonstration on a large scale are being managed by a strong Committee, and the hearty manner the idea has been received with and the unstinted support, pecuniary and otherwise, made and promised from all classes, is a safe augury of the success which will follow. The spacious ball rooms of the Club have been kindly placed at the disposal of the Committee, and in one of them a banquet will be given in His Excellency's honour. A public subscription has been started to meet the necessary expenses, which will remain open till the 15th inst. Already the list contains several hundreds of names, and applicants by the score are almost daily registering their contributions towards the cost of the day's celebrations. Arrangements are also being perfected for a grand ball, to be given in the Club rooms on the evening of the 20th, at which His Excellency and suite will attend. This function will take the place of the one it was proposed to hold on the occasion of His Excellency's arrival at Macao, a proposal which at that time received unlimited support, and was only dropped until a more convenient time. There are to be a number of other attractions; and a day of pleasure, sport and pastime by the colonists, will be a certain indication of the respect and esteem in which His Excellency is held by the people of Macao.

BAD WEATHER.

We are having some nasty weather just now, and for the past fortnight have experienced much wind and rain, which have made things rather dull. However unpleasant the rain has been, the coolness of the atmosphere has been an agreeable relief to the excessive heat we had to pass through last month.

A GOVERNMENT PRESS.

The Government is going to have its own printing press, and the necessary machines arrived a few days ago. They will be fixed up on the ground floor of Government House.

TIENTSIN.

[FROM OUR OWN CORRESPONDENT.]

Tientsin, 25th September.

THE SITUATION AT PEKING.

The political situation for the moment overshadows the military one, the latter being in abeyance pending the arrival of Count von Waldersee, who is expected to-morrow; yet the political situation is obscure enough and seems to drift rather than to be a product of intellect or will-power. It is still believed that for some occult reason Russia desires to withdraw her Legation and her Bank (Russo-Chinese) from Peking, and is using the leverage of the Dual Alliance to persuade France into a similar course. I say the reason is occult, as it is but too obvious that the Northern Power cannot possibly desire to see Peking lose its pride of place as the Capital of China.

LI AND TUNG LU.

Li in his northern pilgrimage has met but scant consideration from any of the military or diplomatic men except those of Russia: the latter went out of their way to act the role of Lord Chesterfield. The old Viceroy took up his quarters in the foreign-looking red-brick building built some years ago behind the old Yamen, when the Dowager was expected to visit Tientsin. He has kept exceedingly quiet, and even his Chinese visitors have come as private callers. He is extremely desirous of getting on to Peking, and I do not think it is the difficulties of travel or old age which have thus far barred the attempt. He has probably been told to wait until the Ministers have a policy to follow, i.e. until the F.O.O. of America, Japan and Europe have agreed on some possible common line. Meanwhile the crafty old man is trying to advance the old Dowager's interests by urging that Jung Lu, be his associate in the coming

negotiations. Jung Lu is the incarnation of the ambitious trimmer; he has had it in his power ever since the conspiracy was incubated to crush it, but his essential weakness of character, his Chinese Mr. Facing-Both-Way's tendency, and his utter inability to rise to the dictates of patriotism rather than self-interest have proved baneful both to his country and himself. No one at the present moment knows to which party he belongs: no one is sure if he was with Tuan Wang in his atrocious intentions, or how he advised the Throne. Only of one thing might sure prediction have been made, that he would be among the first to trim and would finally come out of the mess and melee a-top. The Court has now ordered this man to go to Peking and assist Li Hung-chang: it will be interesting to see if the Ministers change their minds. When his name was suggested some time ago by Prince Ching, the Legation people promptly and emphatically said no.

MANOHU ASTUTENESS.

The impertinence of the Manchus is really astounding: with their capital in military possession of the Allies, they nominate a Manchu, formally and by the usual imperial decree, one Ch'ing-hsin, to the post of military governor of Peking. The astuteness of this nomination is not less than the impudence. The Court heard of the resolution of the Allies to administer the city on something like the old lines, i.e. by the help of Chinese officials: it immediately nominated its man, not of course with the faintest hope that he would therefore be accepted, but to delude the provincials with the notion that Imperial Power is still paramount in the City. Well might an old China resident urge that a *sine qua non* of peace be that the Peking Gazette be under foreign power for two years, and that during that time steps be taken to inform the provinces of the true state of affairs.

CLEANSING PEKING.

The most striking issue of the fall of Peking is that it is now being *cleansed*: the state of its Ta Chieh is worse than the Augean stable, and would require a dozen Herculeses with a big scouring river, and a huge sea of disinfectants. The sanitary state of the city was strangely suggestive of the Manchu dynasty—rotten, and moribund.

A TIME-SERVING OFFICIAL.

There is talk of an expedition to Paotingfu; it is interesting to state that the Fan-tai or Treasurer, Ting Jung, a bitter anti-foreigner and a man directly and wholly responsible for the murder of the missionaries and for the encouragement of the Boxers, has had a sudden conversion. It followed the fall of Peking and the suggestion of the Prefect that the foreigners would soon be at the Provincial Capital. Ting spoke of opposing them by the Boxers; the Prefect then remarked that if he (Ting Jung) wished to save his own head and the city, he had better give some instant proof of his non-complicity with the I-ho Chuan. A body of horsemen was at once sent out to the neighbouring camp and nine heads were off in a twinkling and were promptly poled at the City Gate as a terror to evil-doers and a praise to them that do well. It is to be hoped that the tardy repentance of this precious rascal will not help his escape from the only proper reward of his villiany.

THE TUNGCHOW EXPLOSION.

Last week the second distressing powder accident of the campaign occurred at Tungchow: a large fatigue party, composed of Royal Welsh, 7th Rajputs, 1st Sikhs, and 1st Chinese, were shifting some powder under the direction of Capt. A. J. Hill, formerly of the East Surrey Regiment, now of the 1st Chinese, when an explosion took place—cause unknown. Thirty-five were hurt; of these seventeen died at once, eight more within a day, and the doctors fear that only two or three may recover at all.

A DESERTED ROAD.

The military people affect to say that the communications between Peking and Tientsin are unsafe; but the evidence of every one that comes down is that the road from Tungchow to Tientsin is a desert: often not one single living man (except those employed by the foreign commissariats), is seen the whole way: occasionally one or two miserable old men can be seen furtively trying to reap a little *in-liang*, but they run on being observed. The fear of death has entered their very souls.

ON THE LINE TO SHANHAIWAN.

The Russian column that took Peh-tang last Thursday (Sep. 20) is now at Lutai, the greatest military Centre of our Province. There must be at least fifty or sixty camps there, but the Russians found them all empty. The bulk of Nieh's men left Lutai in May to deal with the Boxers, but both general and men experienced many vicissitudes of strange fortune since then. It is feared that the few men who fled out of the three big Peking forts have gone up the line, towards Shanhaikwan, and that they will wreck the Tongshan mines or rather the plant en route. This is not impossible, but I have found we nearly always deduce the probable actions of the Chinese wrongly. It is quite as likely the men are deserting largely, disbanding, and returning home as peaceful villagers. There are said to be 200 Cantonese resolute to defend their own lives and the pits if attacked at Tongshan: the southerners have always been more or less at feud with the natives at the mines.

PRINCE NAPOLEON.

Since Peh-tang was taken there have been daily explosions of mines, in one or two cases without loss of a single life. The battle, as such, was a farce: in numbers, weight of metal, courage, skill, equipment, &c., the superiority of the Allies was overwhelming. Fire began at 10.30 p.m.: was intermittent till 2 a.m., then active: intermittent till 6 a.m. The Chinese cleared out at 8 and the Allies had possession at 11. All the casualties were due to Sappers: the mining was excellent. The little Austrian contingent lost 8 killed, 15 wounded. By turning aside to let some Russians pass a friend told me that the Russian guardsman, Prince Napoleon, had a narrow escape from a shell which passed within a foot of his head. I heard a Russian officer speaking beautiful French in a Tientsin store last week, and as his follower called him 'Monsignor' I wondered who he could be. It was probably the Bonaparte. I am sorry to say he was expressing Russian annoyance at British shilly-shally—
"First they would and then they wouldn't."
"Said they could, but found they couldn't."

THE BRITISH DECADENCE.

I refer to this, because we Britishers here are deluding ourselves with the notion that we are being *jockeyed* out of everything: it is nothing of the sort. We are by our cursed lack of resolution and by not knowing our own minds being beaten all round by people who know what they want and act up to the knowledge. Either a very inferior brain and will power now enters the British Army, the Diplomatic and Consular services, or some subtle enervating power sits enthroned in London, reducing our men to impotency. If neither of these alternatives be granted, then the only other is that the Britisher is played out. The way he is being ignored, passed by, and sometimes even sat upon, might well make Palmerston turn under the stones of Westminster Abbey and would probably hurl Lord Salisbury from power if the fact was duly appreciated at home. It is simply maddening to British residents here to stand by and see their interests fooled away by a hundred and one little sins of omission and commission which could easily be avoided. Our men seem to be as clay in the hands of the potter; they can be moulded to this or that at will; even when they do act, they generally do so at the wrong time and place—witness the neglect to seize the terminus at Ma-chia-pu near Peking, and then taking Feng-tai; a step which could only give offence to Russia without being of service to us. A flag is in these days not only the emblem but the proof of possession; throughout the campaign we have lost coin after coin of advantage through negligence in providing flags. Over and over again we have let important places slip through our hands from the culpable indifference of our leaders in this and other details; witness the salt-stores of Tientsin, valued as a sum between three and five million taels. We had them, withdrew our sentries, and then let the more scotte French get possession of the prize. We have a lion on the railway, but that has proved no inducement to try and get practical possession of it.

THE RESULT THEREOF.

Results—all but open contempt of British claims. The other day the minor Russian officers in charge of the pontoon bridge refused for a long time to open it, when our troops were being

conveyed in lighters to take part in the attack on the Pehtang forts. We arrived 8 or 9 hours too late; intelligence, but not intelligent, officers said they had no official information about the said attack. House-breaking takes place in open day in a British Settlement by non-British foreign troops; no one in authority sees the disgrace of it, or seeks to mend it. Military messes and individuals have possession of private houses without rent, and instead of confessing an obligation and behaving accordingly, they manifest an utter indifference to the destruction and theft of the property by their own soldiers and servants. Loot and promotion form the staples of soldier talk. This is a heavy, if vague indictment, but most civilians in Tientsin could, I think, say it is far too mild for the existing order, or disorder, of affairs.

STORES AND THE WEATHER.

Coal and grain are rising to famine prices, but fruit is abundant, as there is no export this year. The cool weather has come in with a rush, and the troops are changing into warm clothes: the winter housing of such vast numbers—there are nearly 100,000 in North-China now—promises to be a very large question.

WEI HAI WEI.

[FROM OUR CORRESPONDENT.]

Wei Haiwei, 1st October.

ACCOMMODATION FOR REFUGEES.

The little village of Leu-kung-tau has had a rude awakening in finding itself under martial law, carried out in its fullest severity. It will be remembered that this island was, on its transfer to the Imperial Government, under Naval control, and while in that state, the Naval Commander-in-Chief authorised a Mr. Clarke, an old Chief resident, to establish a small hotel here for the accommodation of officers' wives who desired to reside on the island. On the subsequent transfer of a portion of the island to the Military authorities, the site of this hotel became War Department property. At the beginning of the present disturbed state of affairs in China, this place, being considered the only safe place in North China for ladies to reside in, the Admiral issued a memo. stating that refugees should come here. The little hotel as a consequence became full; amongst the occupants being Mrs. Bruce, the wife of the Rear Admiral, Mrs. Percy Scott, and Mrs. Watts-Jones, wife of Capt. Watts-Jones, R.E., who, when last heard of, was surveying somewhere north of Peking. The refugees were provided for by being accommodated in houses specially prepared by the "Commissioner."

THE APPLICATION OF MARTIAL LAW.

On the 16th August the manager of the hotel was served with a notice that his premises would be required for military purposes, and that all accommodation must be reserved for military disposal in a month from that date. The manager at once gave notice to the ladies in the hotel that they must be out by the 15th September. As there was no other similar place on the island to go to, this arbitrary enforcement of martial law naturally caused some little excitement. Two of the ladies previously mentioned were provided for, as a Naval Officer at once vacated his house and placed it at their disposal. Mrs. Watts-Jones, however, was not so fortunate; no place could be found for her, and she had therefore to leave the island, a course which was particularly distressing to her, owing to the uncertainty as to where her husband was, and also the fact that she had a delicate child. The matter was reported to General Gaselee, but as he was at Peking and telegraphic communication was not restored, his reply countermanding the ladies being turned out took some time; in fact did not arrive until these ladies had arranged to move out of the hotel.

A CURIOUS RESULT.

In the meantime the Military had entered into an agreement with the hotel manager that from the date Mrs. Bruce and Mrs. Scott left the hotel until the end of the year, they would pay him \$700 per month as compensation. The position is now peculiar. All the ladies have been turned out of the hotel which is now consequently empty, and the War Office are now paying the aforementioned sum as compensation to the manager. To the lay mind it seems a very strange proceeding.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

GREAT BRITAIN, HONGKONG, AND THE TREATY PORTS.

TO THE EDITOR OF THE "DAILY PRESS."

Amoy, 3rd October.

SIR.—At the recent Annual Meeting of the Douglas Steamship Company in Hongkong, the Chairman in his remarks dwelt particularly on the fact that the Company had to meet with a subsidised opposition and that this militated greatly against the management in their efforts to maintain their old established line between Hongkong, the Coast ports, and Formosa. This is true enough, but Coast port shareholders regard it as unfortunate that he did not go further and afford the meeting details of the nature of the opposition and the real obstacles that the Directors had to deal with.

It may have been a spirit of moderation on his part that inspired him, but he barely did justice to himself or his Agents in not describing the nature of the opposition that he had to deal with and certain facts bearing thereupon; and it is best, not only in the interests of the shareholders, but also for foreigners trading in China, that these should be known.

The Treaty ports of Formosa were, about the year 1858, thrown open to foreign trade, thanks to the efforts of Great Britain, and they were open to the world's commerce on even terms for one and for all. In an evil moment the Japanese, some forty years later, were allowed to annex the island and to take the ports so opened by Treaty under their own control, and ample assurances were given that, this being allowed, British trade as it existed would not be interfered with. What has been the result? An immediate differential duty against the British flag and the original trade route, created and maintained under that flag. I venture to hand you for publication the correspondence between the various Chambers of Commerce and the British Minister in Tokyo on this point. * It is needless to add that the British Minister has done nothing in the matter, the result being that the British flag is now seldom seen in Formosan waters. The differential duty complained of in the letters was not aimed at the tea trade, which was merely used as a cat's paw; it was really intended to inflict an injury on British shipping, and in this it has assuredly succeeded.

The correspondence speaks for itself and comment on it is needless. Summed up, a glance will show that it merely means that cargo shipped via Hongkong to England pays 60 per cent. more duty than cargo shipped via Japan to England. No clause in any part of any Treaty permits of this. It is merely an arbitrary tax placed by the local Formosan Government (the members of which are shareholders in the Japanese line) against British steamers trading between Hongkong and Formosa, in order to facilitate between Japan and Formosa the operations of their own subsidised line. There is no getting round the point, and it is unfortunate that it is not clearly understood by those interested in British Steamship Companies in China.

So far as the Douglas Steamship Co. is concerned, a breach of faith on the part of the Japanese Government, an utterly incompetent British Minister, and the over-riding of an article or two in the Treaty has knocked them out so far as the Hongkong-Formosa trade is concerned. A subsidy might be fought, but an enormous differential duty, against their trade route is assuredly beyond their power to cope with. Nor did the evil end here. In the height of the passenger season between Amoy and Formosa

* Our correspondent encloses a copy of the correspondence which passed between the Amoy Chamber of Commerce, H. M. Minister at Tokyo, our own Chamber and the Tamsui Chamber of Commerce, etc., on the subject of the differential duty on Formosan tea. Unfortunately we cannot find room for the reproduction of these letters. Our readers, however, will remember that the bulk of them appeared among the correspondence of the Hongkong Chamber, which was published in these columns earlier in the year.

the Formosan Government officials suddenly hit on the idea of starting in Amoy a "Bureau" on their own account for the issuing of "passes" to passengers to Formosa, and unless a passenger by a British steamer was armed with one of these passes, costing \$2 to \$5 each, he was refused admittance to Formosa and returned at the steamer's expense to Amoy. This outrage was so flagrant that even the Consular officials took hold of it, and, after some \$10,000 worth of injury had been done to the British steamers running between Amoy and Formosa, the "Bureau" has been abolished. It put much money into the pockets of the Formosan officials concerned and served its purpose in assisting the subsidised line and injuring the foreign line to a material extent. In justice it must be added that the central Japanese Government and its representative here disowned any knowledge or connection with this "Bureau," and it was run almost entirely by Formosan official shareholders in the subsidised line.

It may naturally be asked, What has all this to do with Hongkong? The answer is very plain. Hongkong has not only lost her carrying trade to Formosa—that affects one Company only—but she has lost far more. Figures will show that, owing to differential steamship bounties, etc., since the Japanese occupation of Formosa, Hongkong has lost amongst her larger and smaller traders an overturn of about \$1,000,000 worth of export and import business, which has been transferred to Japan. This leads us to the apathetic manner in which the recent events in Amoy have been regarded in Hongkong. Amoy may be a small place, and Hongkong quite able to live on Share transactions alone, but as Japan and other powers annex the Treaty ports and place differential duties against British shipping and imports and exports from and to Hongkong, your Colony will wake up to realise some day that her business lay in the out-ports, and as she, bit by bit, allows them to pass into foreign hands without making an effort to help those who are fighting for Treaty rights and the maintenance of British interests, that her outlets are gone and her trade with them. That there is not a differential duty against imports from Hongkong and an extra tax of 60 per cent. against British ships entering Amoy to-day as compared to those trading to Japan, is due entirely to the recent action of foreign officials and others here who thwarted a well-planned effort in that direction with promptitude and prevented an occupation of the port.

Surely Hongkong merchants must be aware that the colony with the coast ports closed to her is a mere naval station. It is time she became alive to the fact and gave her attention to facts as they exist in South China to-day. The Formosan episodes have shown her what to expect from the "open door" of Japan. She will get worse treatment from other quarters, and unless she assists promptly, cordially, and intelligently in a demand that ports open already by treaty remain unannexable, the worse for her and British trade in the Far East in general.

Hongkong is the headquarters of South and Mid-China trade, and in reality her own commercial existence depends on the maintenance of the integrity of the Treaty ports, and yet her merchants and officials betray a crass ignorance and indifference as to what is going on in China proper and lend no helping hand to those who are holding as best they can the outposts of her trade.—Enclosing my card, I am, sir, your obedient servant.

LOOK AHEAD.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th October.

SIR.—I have read the letter signed "Look Ahead" in your issue of to-day with much interest and agree with a great deal in it. Unfortunately we British are too apathetic as a rule to take up a case unless it touches us in our immediate pockets, or we are too busy to do more than give silent approval to comments or equally ineffective endorsement to complaints. What is wanted is a strong British combination to preserve trade—a trade that is now menaced by many rivals—or we shall find bitter cause to regret present inaction before many years have passed. It is useless to look for assistance from such roads as

Sir Ernest Satow, who are too much wrapped up in literary studies to give the ceaseless attention to national interests required in a country like Japan, where energetic efforts are being made to get rid of competitors in their own markets. The merchants must combine and contrive to secure a pressure on the Foreign Office that will compel attention to their representations. They ought, for instance, to be able to ask the Imperial Government (with a certainty of compliance) to take instant retaliatory action whenever and wherever an attempt is made to subject British goods or tonnage to unfair duties. Were this the case, we should hear little of such attempts as those described by "Look Ahead" to force shippers to resort to Japanese steamers instead of allowing trade to run in its normal and accustomed channels. The days of general free trade are practically ended. This is not the fault of Great Britain; it is the result of the selfish action of foreign nations who have built up tariff walls against British goods, and who have heavily subsidised certain products and steamship companies to compete with us in the markets which we have opened to the world's trade. I do not advocate a general resort to protection. It would be nonsense to think of such a thing; but what I do say is this, that, with hostile tariffs confronting us on every side and sustained efforts to wrest from us our commercial supremacy, it is now the duty of the British Government to meet special cases with special measures. That is to say, where it is obvious that efforts are being made to displace British goods or tonnage, special measures should be adopted, either by excluding bounty-fed goods from British markets, or by imposing protective duties on the goods of the offending state, or by meeting subsidy by subsidy, or some other reasonable retaliation to meet the case, so that the trade we have built up, and on the maintenance of which our very existence depends, should be adequately protected and preserved.—Yours, etc.,

A FAIR FIELD AND NO FAVOUR.

THE HONGKONG P. O. AND THE WEST RIVER.

TO THE EDITOR OF THE "DAILY PRESS."

Samshui, 5th October.

SIR,—Is there no remedy for the deplorable lack of attention bestowed on the West River mails by the Hongkong Post Office?

At the time of writing no mail has been received here for seven days back, though during this interval no less than fourteen steamers (three of which officered by Europeans) have arrived from Hongkong.

Expressing my thanks to you in advance for inserting this letter in your valuable periodical, I beg to enclose my card and remain.—Yours etc.,

SAMSHUI RESIDENT.

A LENDING LIBRARY AT THE CITY HALL.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 8th October.

SIR,—I beg to inform you that (through the generosity of Mr. Pollock) a small free lending library has recently been started in connection with the City Hall Library.

Hitherto the terms of the trusts upon which the various collections of books in the Library are held have not permitted of the issue of books for home reading.

Books from the new collection, which is of an experimental nature only, will be lent to any respectable person irrespective of race who will take the trouble to provide himself with a Borrowers' Ticket, to procure which it is only necessary to obtain a guarantee from some ratepayer resident in Hongkong to replace any missing or damaged books.

Forms of application for such ticket and of the required guarantee can be obtained in the Library, which is open every week-day from 9 a.m. to 11 p.m.—Yours, &c.,

F. B. L. BOWLEY,
Secretary, City Hall Committee.

THE TRIAD SOCIETY.

TO THE EDITOR OF THE "DAILY PRESS."

Kwai Shin District, Kwangtung.

6th October, 1900.

SIR,—We are not "Boxers." We are members of that Great Political Society of Masons, commonly known as Triads (會興義, or 會合三, or 會地天) when senior and junior leaders at home and abroad have sworn to oust barbarous Manchu usurpers from the throne of our Fatherland, and reinstate a Chinese ruler.

We number countless millions, and our able brethren in America, the Sandwich Islands, Australia, the Straits Settlements, Siam, Indo-China, the Dutch Archipelago, &c., are only waiting for the "Grand Signal."

We are Reformers. After we have accomplished our work, we will institute beneficial reforms and throw the country open to the trade of the World. We cannot prevent bloodshed, as Heaven wills that all great political and national changes shall be dearly purchased.

History will repeat itself, and in working to accomplish what our patriotic and illustrious predecessors swore to accomplish nearly three hundred years ago, we trust Great Britain, the United States and Japan will observe strict neutrality, and if necessary afford us their friendly advice and support.

In 1862 Great Britain frustrated our aims by lending the services of General Gordon to the Manchu Government. The great and chivalrous General Gordon bitterly regretted his connection with the barbarous and ungrateful Manchus on the termination of the struggle, and he had many sympathisers amongst the great politicians of his country. General Gordon even longed to shoot the base traitor Li Hung-chang.

We sincerely hope and pray that this mistake will not be repeated.—Respectfully soliciting your valuable support, yours, etc.,

PYRAMID.

P.S.—Foreign papers please copy.

RELIGIOUS PROCESSIONS AT MACAO.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 8th October.

SIR,—You have heard a great deal about foreigners standing in the street at Macao with their hats on during the passing of religious processions. I did not see anything of the kind last Sunday on the occasion of the procession of our Lady of Rozario, but I have seen much worse things done without any official interference.

Some policemen and soldiers, both in uniform, were present for the purpose of keeping order, but they themselves were smoking cigarettes while following the religious procession. Is this not much worse than standing in a corner of a street with one's hat on? What have the authorities at Macao to say about this?—I am, yours, etc.,

AN EYEWITNESS.

ANOTHER WATER GRIEVANCE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th October.

SIR,—There have been many cries from Kowloon about want of water, one resident, I am reliably informed, having to use the same bath-water on three occasions, but mine is a somewhat reverse grievance. I reside on the Praya, and for the last few days the force of water has been so great that the tank has overflowed, and the water has been also forced through the tap, flooding my bath-room. Surely there is a grievance in having too much as in having too little. It seems to me there is an unequal distribution of the water supply of this colony. This complaint is quite serious and the facts are as stated.—Yours, etc.,

GRIEVANCE.

It is expected that owing to the rapid falling of the water in the Yangtze, H. M. ships *Daphne* and *Marathon* will change places, the former going to Hankow and the latter to Wuhu.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The ordinary annual meeting of shareholders in the Union Insurance Society of Canton Limited, was held on the 11th inst. at noon at the offices, Queen's Buildings, Mr. N. A. Siebs presided, and there were also present: Messrs. R. L. Richardson, C. S. Sharp, G. H. Medhurst (directors); W. J. Saunders (secretary); D. Haskell, G. W. F. Playfair, H. W. Slade, W. H. Wickham, F. D. Goddard, W. Hutton Potts, E. C. Lane, A. G. Morris, J. N. Gosmann, C. H. P. Hay, C. M. G. Burnie, H. J. M. Carvalho, J. A. Carvalho and A. Finke.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said: Gentlemen, before proceeding with the business of the meeting I wish, on behalf of the Directors, to express the sorrow that we feel that Mr. Dalrymple is no longer with us. He was Chairman of the Board at the time of his death in April last. He had been a director of the Society for more than a quarter of a century, and his opinion on matters connected with the Society business was always valuable. We feel the loss of his presence on the Board more than a little. I regret also to have to record the deaths of our late Agent at Shanghai, Mr. C. W. Baird, and of Mr. E. E. Dear, lately our Agent at Melbourne, both of whom had served the Society faithfully during many years. The report has been in your hands some weeks, and with your permission I will, as usual, take it as read. I think I may fairly say that the figures we have to present to you are very satisfactory. Not only are we able to recommend an increase in the shareholders' dividend to twenty dollars per share, and an addition to the Reserve Fund of sixty-five thousand dollars, but we are in a position to recommend the payment of a bonus to the staff of twenty per cent. of a year's salary all round, and yet to carry forward a sufficient sum to provide fully for all outstanding losses. It is now five years since the staff received a bonus. During these five years the shareholders' dividend has been raised by progressive steps from twelve dollars to twenty dollars per share, and we think it would be a gracious act on the part of the shareholders to mark the close of the century by giving the staff a substantial bonus as an encouragement towards further efforts. The working account for the present year also promises well, but it is too early to make any forecast of the final result. The premium income is increasing year by year, and, judging from the results of the last few years, we have every reason to hope that the profits will also increase. There is one point at any rate in favour of an increased premium income. It makes a welcome addition to the interest account and has a corresponding effect on the dividend. The working account figures explain themselves and require no particular comment. I may, however, tell you that the item of \$108,000 for charges in the 1899 account includes the honorarium of £3,000 paid to our late London Agent on his retirement from the service of the Society mentioned by the Chairman at the last annual meeting. Turning now to the balance sheet you will find a decrease of some \$70,000 in the Investment Fluctuation Account as compared with last year's figures. This is due to the fall in the market price of our sterling securities. I hope this fall will prove to be only temporary and that our Fluctuation Account will soon recover itself. I next come to the heading "Sundry Creditors" which is now shown for the first time divided into the respective items "Reinsurance Fund," "Underwriting Suspense Account" and "Other Ledger Accounts." It has been the work of years to build up this "Reinsurance Fund." While the fund was in its infancy and might have been swept away altogether by one or two large losses, it was not thought desirable to show it to the public, but now that, owing to our most fortunate immunity from heavy losses of late years, it has grown to respectable proportions it seems right that we should produce it as a separate item. In a Company with a small capital like ours it is exceedingly necessary, if we are to do a large business, that we should have a fund of this kind. We can not always ensure success. If we are to run large lines we must expect from time

to time to be hit with a large loss. We may have several of them all in one year, and we do not want to have to reduce our dividend and our bonus to contributors in such a case to meet a loss that we have had the opportunity of providing for otherwise. It is also an addition to the security of our policy holders, and, as I have said before, the increased premium which it enables us to earn helps materially to pay our dividends. The "Underwriting Suspense Account" has always been in existence. We have still considerable claims to pay on account of former years, and this is the money we have put aside to pay them out of. Now that we are showing separately the item "Reinsurance Fund" it is thought best to show this item too. The balance of \$115,000 under the heading "Sundry Creditors" represents personal creditors of the Society in various parts of the world. On the other side of the balance sheet are shown our Investments in Hongkong, Shanghai, London, and Melbourne. At the time of the scare in the North attention was naturally drawn to the position of the Society's mortgages at Shanghai and even at Hongkong. Our mortgages are all on good rentable property with considerable margin of security, and while, of course, we do not expect the security of consols combined with a seven or eight per cent. investment, the Directors are satisfied that the proportion of the Society's funds which is invested in mortgage is not too large at either place. Before proposing the adoption of the report I shall be glad to know if anybody would like to ask any questions.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. PLAYFAIR, in seconding, said—It is very gratifying to see the increasing prosperity of the Company and the increasing dividend, and it must be a source of satisfaction that the mantle of the late directors had fallen upon such worthy successors. There is one point in the report which is worthy of commendation, and that is the recommendation of a bonus to the staff. The labourer is worthy of his hire, and in these days of increased cost of living and when the buying value of the dollar is much less than it was ten years ago, I think it is only just we should pay him an increased salary or give him a bonus, or both. There is one suggestion I should like to make to the directors. Now that the company is in such a strong position, could they not see their way to relax in some small measure the very stringent rule about the transfer of shares? The intrinsic value of a share is \$300, and with goodwill and prospective value it is very much more than that, and yet if a shareholder wants to sell his shares he can only get about \$245 each. That is to say he does not get the value of his property. I can quite understand that at first in the early days of the company it was very necessary to have this rule, but I do not believe that now-a-days it would affect the income of the company one little bit if a little relaxation was shown and it would be a great boon to the shareholders.

Messrs. N. A. Siebs and R. L. Richardson were re-elected directors on the motion of Mr. SLADE, seconded by Mr. MORRIS.

Messrs. J. H. Cox and W. Hutton Potts were re-elected auditors, on the motion of Mr. HASKELL seconded by Mr. WICKHAM.

The SECRETARY—On behalf of the staff both here and in London I beg to thank the shareholders for their handsome bonus. We shall do our best to deserve it. (Hear, hear.)

The CHAIRMAN—Gentlemen, that is all the business. Dividend warrants will be sent out to-morrow.

Traffic northwards is becoming very brisk, says the *Shanghai Mercury*. All steamers bound to Taku and Newchwang have been full, in the saloons. Passages have had to be secured days before the sailing of the steamers, so great has been the demand. There have been but few of the compradore class of Chinese returning except those employed by foreigners. The greater bulk of cargo going North has been coal and commissariat stores, cattle and ponies. Launches and lighters are in great demand at Port Arthur and Taku, adds the *Mercury*, and a good number have already gone up from Shanghai and Hongkong.

GYMKHANA MEETING.

Favoured with fine weather the fifth and last Gymkhana of the season came off on Saturday, 6th inst., at the Race Course, and was a decided success. From the ring of the first saddling bell, till the last ring of merriment over the final event of the day, the interest in the sports from all sides never slackened, and the working committee must be congratulated upon such a pleasant termination of another year's labours. At Saturday's meet the ladies turned up in numbers, and as the day wore on some one said they predominated. They certainly attended in larger parties than usual, and early in the afternoon took up every coign of vantage available, thereafter evincing the greatest interest in the various events of the day's programme. The general pleasure and amusement shown in the sports, however, were marred somewhat by an accident which befel the Hon. R. M. Gray's Emperor during the second steeplechase. The animal was in a good position of taking a place in the race, when on the bend home he fell at the last steeple mount, and threw his rider some distance ahead of him. Mr. Potts's Forest King came bounding over scarcely a neck behind Emperor, when he too came a cropper but rising again riderless galloped over the course towards the Black Rock, while Emperor, severely injured, limped clear of the steeple, and was led off the ground. The riders themselves came out of the spill without a scratch. The Band of the Royal Welch Fusiliers attended, and played a choice selection of song and dance music during the afternoon. The following were the events:—

WATERING RACE.—China ponies only. Ride one pony and lead another by a halter, round a post and in. No whips. Entrance \$1. Prize from Gymkhana Fund.

A capital start was made notwithstanding two or three of the ponies preferred to be forcibly dragged rather than run willingly over the ground. Dunmore took the lead almost from the first whip, and maintained it throughout. Offside making a good second, while The Flyer and Lazy Bones came in a rather bad third. Lieut.-Comdr. Wilkin's Dunmore and A. N.

Other ... 1
Capt. Loring's Off-side and Buccaneer ... 2
Capt. Goodwin's The Flyer and Lazy Bones ... 3
Major Koe's Peking and Tientsin ... 4
Mr. Hill's Can Do and Have Got ... 5
Mr. Stockwell's A. B. C. and X. Y. Z. ... 6

OPEN STEEPLECHASE. Catch weights over 11 stones. Start at Black Rock, once round and in. First prize, presented by Hon. R. M. Gray. 2nd prize, \$20. Entrance \$2.

There were five competitors and they entered the field apparently in good trim. They got away together, and for a few score yards there was scarcely any perceptible difference between them. Charlie was the first to spurt, and then The Miser, followed by Lady Laura. When half round the course Mac showed a good place with Charlie and Lady Laura, but on the bend home the latter fouled at the last mount, and falling, threw her rider somersault fashion; this gave Mac a chance of coming up with Miser, and with Charlie leading, they came in in the order named.

Mr. Babington's Charlie, 15.2 ... 1
Lieut.-Comdr. Wilkin's Mac, 15.2 ... 2
Mr. Brutton's The Miser, 15.0 ... 3
Mr. Wibel's Ingo, 15.0 ... 4
Mr. Burton's Lady Laura, 15.0 ... 0

LADIES' NOMINATION.—The Wardrobe Stakes. Gentleman to start from post down the straight, ride to lady at Entrance Gate, and get dressed in fancy costume of at least three articles, then ride back past winning post. First past post to win. Prizes, objets d'art.

This was the most amusing event of the day. The ladies had selected a good variety of costumes, and as they gathered in a little spot within the enclosure a few yards from the starting bell they met with quite an enthusiastic reception. Lieut. Comdr. Wilkin, R.N., who was robed as a sailor, was described the winner, and Mr. Stockwell, R.W.F., arrayed as a circus clown, was declared second. The competitors were therefore:—

Lieut.-Comdr. Wilkin, R.N., nominated by Mrs. Morris. 1
Mr. Stockwell, R.W.F., nominated by Mrs. R. H. Bertie. 2

Mr. P. A. Cox, nominated by Miss Potts. 3
Mr. Gwyther, R.W.F., nominated by Mrs. Sansom. 4
Mr. Hill, R.W.F., nominated by Miss Blake. 5
Capt. Goodwin, R.A., nominated by Miss Hartigan. 6

LEMON CUTTING.—Cavalry sword exercise. Four cuts. Points for pace and style. One run Entrance \$1. Prize from Gymkhana Fund.

There were three competitors, Major Kettlewell, Capt. Loring, and Mr. Labertonche. The first two named came almost to a level and cut in twain two lemons out of four piled on bamboos a few yards apart from each other, but the Major scored on the final dash and swept asunder one more than his opponent, thus scoring first place amid the cheers of those assembled.

STEEPLE CHASE.—For China Ponies. Weight as per scale. Previous winners of a jump race this season penalized 7 lbs. for one win, 10 lbs. for two. First prize from Gymkhana Fund. Second prize, \$20. Entrance \$2.

This was the most exciting of the afternoon's sports, and were it not for the accident referred to above would have been the best run of the day. There was a splendid start, the ponies keeping well together till the first post was reached. Then came a spurt and a scatter, and for a time it looked as if there would be a tie between Emperor and Interrogation, so well did they round Black Rock, and together mount the hurdles on the off-side of the course. They however got parted, and Interrogation forged ahead, while Emperor and Pilgrim came up behind, with Peking and Forest King close on their heels. Then came the unfortunate spills which entirely turned the race, and finally the ponies passed the winning post in the order given below:—

Mr. R. H. Potts' Interrogation, 13 hds. 2 ins., 11st. 4lbs. ... 1
Mr. Hill's Pilgrim, 13hds. 2ins., 11st. 4lbs. ... 2
Major Koe's Peking, 13 hds. 3ins., 11st. 7lbs. ... 3
Mr. Stockwell's Dunrobin, 13hds. 1 in., 11 st. 1lb ... 4
Mr. R. H. Potts' Forest King, 13hds. 2ins., 11st. 4 lbs. ... 0
Hon. R. M. Gray's Emperor, 13hds. 1in., 1st. 11lbs. ... 0

A buffalos' race with its usual merriment concluded the day's programme.

CRICKET.

THE OPENING MATCH OF THE SEASON.

On Saturday morning, 6th inst., the cricket season at Hongkong was opened with a match, First XII. v. All-Comers, fifteen players appearing in the latter team. The First XII. won on the first innings by 19 runs, passing their opponents' score with seven wickets down. Score:—

ALL-COMERS.

Major Dorehill, c Smith, b Elliott ... 2
J. Grant Smith, c Burnie, b Strong ... 0
B. E. Hanson, b Elliott ... 15
Capt. Wall, c Elliott, b Strong ... 1 not out ... 10
E. A. Sargent, b Strong ... 0
Lt. Krickenbeek, b Strong ... 0 c Burnie, b Ward 32
Lieut. Burke, b Strong ... 4
Lieut. Legard, c Smith, b Strong ... 11 not out ... 21
Alec Marsh, b Strong ... 0
H. Sutton, c Buttenshaw, b Strong ... 0
G. A. Woodcock, c Ward, b Smith ... 9
J. Hooper, b Lee ... 15
Capt. Ainslie, c Noble, b Lowe ... 21
D. W. Salter, not out ... 11 c Smith, b Woodgates ... 6
E. Mast, b Lowe ... 12
Extras ... 13

Total ... 123 Total (2 wickets) 74

FIRST XII.

Lieut. Strong, c Salter, b Dorehill ... 25
A. G. Ward, c Smith, b Salter ... 9
H. M. Elliott, c Hanson, b Dorehill ... 8
C. M. G. Burnie, b Dorehill ... 55
J. J. Wild, b Wall ... 1
A. B. Lowe, c Burke, b Krickenbeek ... 5
J. J. Lee, b Krickenbeek ... 8
J. A. Woodgates, c Mast, b Dorehill ... 16
J. F. Noble, c Burke, b Salter ... 4
Major Buttenshaw, b Salter ... 1
R. C. Gerrard, b Salter ... 0
T. Sercombe Smith, not out ... 7
Extras ... 8

BOWLING ANALYSIS.

ALL COMERS.					Second Innings.				
First Innings.									
O.	M.	R.	W.		O.	M.	R.	W.	
Elliott	10	2	21	2	—	—	—	—	—
Strong	16	5	49	8	—	—	—	—	—
Bercombe Smith	9	4	10	1	—	—	—	—	—
Lee	4	0	18	1	—	—	—	—	—
Low	13	0	12	2	—	—	—	—	—
Ward	—	—	—	—	7	1	17	1	—
Woodgates	—	—	—	—	8	0	13	1	—
Burnie	—	—	—	—	3	0	10	0	—
Wild	—	—	—	—	2	0	6	0	—

FIRST XII.

O.	M.	R.	W.
Ainslie	4	0	21
Salter	8.2	1	32
Dorchill	9	0	28
Krickenbeek	8	1	33
Wall	3	0	20

SWIMMING GALA AT KOWLOON.

A swimming gala took place at Kowloon on Saturday afternoon, 6th inst., in connection with the Victoria Recreation Club. The principal event was a six-lengths' (200 yards) handicap, which was won easily by H. E. Moon, who owed seven seconds. Messrs. Hazeland and Yule were the handicappers, Mr. G. A. Coldwell starter and judge, Mr. E. M. Hazeland timekeeper, and Mr. T. Yule check starter. The following are the particulars of the different events:—

Two LENGTHS HANDICAP.

HEAT ONE.

F. H. Tata, owes one sec.	...	...	1
F. D. Bain, owes five sec.	...	...	2
C. M. Alves, owes five sec.	...	...	0
C. E. Hance, owes five sec.	...	...	0
J. R. Hance, owes nine sec.	...	...	0
Frank Jorge, owes ten sec.	...	...	0

Jorge came in first, but was disqualified for starting before his time.

HEAT TWO.

E. Grant, Smith, owes three sec.	...	...	1
J. C. Logan, owes five sec.	...	...	2
A. J. MacKie "go."	...	...	0
F. Jorge, owes five secs.	...	...	0
F. M. R. Pereira, owes ten sec.	...	...	0

FINAL HEAT.

Logan	...	...	1
Smith	...	...	2

Time, 50 seconds.

Six LENGTHS (200 yards).

H. E. Moon, owes seven sec.	...	...	1
A. E. Alves, owes ten sec.	...	...	2
A. A. Alves, owes twenty-two sec.	...	...	3
N. H. Alves, "go."	...	...	0
W. A. Stopani, owes three sec.	...	...	0
C. Gregory, R. W. F., owes three sec.	...	...	0

Moon won easily, his time being 2 min. 50 sec.

WATER POLO—The teams were Portugal against The Rest. The Portuguese team was made up as follows:—A. A. Alves, A. E. Alves, N. H. Alves, F. Jorge, Roza Pereira, Loureiro, and C. M. Alves. The other team was composed of F. D. Bain, C. Gregory, Wilson, Logan, Smith, McKie, and Lapsley. The Rest made a good show during the first half, but during the second, when they had the tide against them, they were altogether cut-played, the score being six against three.

HONGKONG POLO CLUB.

THE LEWIS POLO TOURNAMENT.

The first two matches in the above tournament were played on the 5th and 8th inst. and resulted in victories for Lieut. Commander Wilkin's team over Captain des Voeux's, and Major Kettlewell's over Captain Loring's, both after close games, the one on Monday being rather spoilt by a heavy shower of rain.

The final match was to have been played on the 10th inst., but has been postponed. The teams in the final are:—

Lieut. Comdr. Wilkin	v.	Major Kettlewell
Mr. Williams		Mr. Mulliken
Mr. Stockwell		Mr. Labertouche
Mr. Baker		Mr. Taylor

Approval has been given by the Japanese Communications Department to the proposal to grant a subsidy for the construction of two steamers, each of 1,000 tons gross and of 1,000 horse-power, and another of 700 tons gross and 650 horse-power, all of which are to be built for the Nippon Yusen Kaisha at the Kawasaki Yard, Koba.

THE ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR OCTOBER.

There was a fair attendance on the links, which would probably have been better but for rain on Monday and Tuesday. The following returns were handed in:—

CAPTAIN'S CUP.

Mr. J. F. Noble	...	101	16	85
Mr. E. F. Mackay	...	95	9	86
Mr. H. W. Robertson	...	99	12	87
Hon. J. Thurburn	...	101	13	88
Mr. G. Stewart	...	97	4	93

(14 entries.)

POOL.

Mr. E. F. Mackay	...	95	9	86
Hon. J. Thurburn	...	101	13	88
Mr. G. Stewart	...	97	4	93

(10 entries.)

CONSULAR REPORTS.

AMOY.

Mr. Consul Mansfield is responsible for the report on the trade of Amoy during 1899. In his opening remarks he states that the gross value of cargo imported and exported in foreign bottoms during the year under review was £3,719,792, as compared with £3,095,194 in 1898. "Of this, some 72 per cent. was carried in British ships, a rather smaller percentage than last year, owing to a line of subsidised Japanese steamers, which has been competing with the Douglas Steamship Company, running between Hongkong, Swatow, Amoy, and Formosa. The net trade of Amoy for 1899, after deducting re-exports, was £3,132,000, against £2,494,000, an increase of over £600,000. This increase is entirely accounted for in the imports." [We italicise the above words, which we refer to elsewhere.] Mr. Mansfield continues:—"The total tonnage clearing from the port shows an increase of 160,000 tons, divided roughly as follows:—British, 60,000 tons; German, 30,000 tons; Japanese, 64,000 tons; and American, 8,000 tons. The total British tonnage amounts to 693,747 tons, that of all other nationalities being 277,091 tons. Total number of vessels cleared, 1,007, with a tonnage of 970,838 tons, against 820 vessels, with a tonnage of 812,480 tons for 1898."

Emigration of the Straits continues briskly (in spite of the cessation through plague during June, July, and August), a sure indication, the report points out, of the poverty of the Amoy neighbourhood. As the emigrants filter back to Amoy via Hongkong, only an approximate estimate can be made of the number returning annually. Mr. Mansfield estimates about 65 to 70 per cent. As regards Manila, the prohibition of Chinese immigration continues. This is a suicidal policy, but "no change is probable until experience has taught its bitter lesson."

The net value of exports was £363,514, against £328,151 in 1898. As frequently predicted in previous reports, the trade in Amoy tea has ceased to be a factor, and the tea trade there is reduced to the re-export of leaf grown in Formosa. From merchants' returns Mr. Mansfield gathers that in the season of 1899 there were offered for sale to foreign merchants in Amoy only 823 half-chests of local leaf, value about \$6,000. In the season of 1879, 146,000 half-chests of Amoy tea were exported, and in 1889, 67,000 half-chests. A diminution of the trade in Formosa leaf, sent to Amoy in transitu, is probable in the near future, says the report.

A falling off of 745 chests (value £50,000) is recorded in foreign opium import, almost entirely in the Persian drug. The better class native drug, being similar in quality and lower in price, is superseding the Persian. A large increase of revenue might be obtained by care and honest administration of the rapidly increasing native product. Morphia consumption is increasing largely, in default of a prohibition of import from the Central Government, with the approval of the Foreign Minister. Kerosene did very well, and there is at Amoy as elsewhere in China a great future before it when the inland navigation question is on a better footing. Cotton-goods importation is trifling still. The Japanese are trying to introduce cotton cultivation into the district.

Under the head of General Remarks Mr. Mansfield says:—

"From the point of view of the British merchant trying to earn a living on the spot there is little to be said for Amoy. With a moribund tea trade, for the local trade is actually dead, and it seems more than probable that the Formosan tea trade to the United States will eventually pass through Japan instead of coming through this port, the exports show little signs of any development, and the province of Fokkien is agriculturally and industrially one of the poorest in the Empire. At first sight the increase in the imports seems to argue increased prosperity. All the increase, however, is in grain, flour, and kerosene, and the difference between the imports and exports has been made up, not by money earned locally, but by money earned abroad by the vast number of emigrants, and imported into or remitted to Amoy by them. The mere fact of the increasing stream of emigration shows the poverty of the land. If we except the carrying trade, which is mostly in British hands, the trade of Amoy may be said to be almost entirely in the hands of the Chinese merchant. For imports he goes to Hongkong, where he finds a large choice of goods, and brisk competition among the vendors keeping prices low, the local British merchant is left out in the cold. The bulk of the exports is to supply the vast number of emigrants living abroad with the native goods to which they are accustomed, and this trade naturally is in native hands."

With the poor soil and the consequent poverty of the inhabitants of the province of Fokkien, says Mr. Mansfield, it is to its undoubted mineral wealth that Amoy must look for future prosperity. Coal, silver, lead, and iron are said to abound but in the absence of good water communication, much will have to be done before these can be properly exploited. An excellent quality of clay for brick and tile-making abounds, and with modern methods this may become an important industry. The Japanese have done much in the way of exploring the minerals of the province, but the results of their explorations have not been disclosed. "To sum up the trade prospects of Amoy apart from all political considerations, hopes for the future appear to lie entirely in the improvement of communications and the opening of mines. With the increase of prosperity thus brought about, this port may eventually take its fair share of foreign imports."

We have omitted, for the purposes of clearness, Mr. Mansfield's remarks on the Formosa tea trade. We now give an extract from these, and we shall return to the subject again shortly:—

"I am informed by the Amoy Chamber of Commerce that a differential tax has been imposed by the Japanese Government against the trade by this route and in favour of shipment to foreign countries via Japan. This very vitally affects the interests of British merchants both in Amoy and Hongkong, and urgent appeals have been made by both the Hongkong and Amoy Chambers of Commerce to Her Majesty's Minister in Tokyo in connection with it. From what I can gather British merchants here feel very strongly that their energy and capital created the Amoy and Formosa tea trade and any special taxation against them they naturally resent. There can be no doubt but that should the Japanese succeed in diverting the Formosa tea trade from Amoy, British shipping interests will suffer as well as local merchants."

CHEFOO.

Mr. Consul Tratman, who is responsible for the report on the trade of Chefoo for 1899, did not reach his post until March in the present year, so that he had to rely mainly on statistics and on information supplied by local forces.

The total value of trade for the year, he says, was £4,454,522, an increase of £355,000 on the previous year, the best to date. Imports showed a decline, so that all the increase was in exports.

Among imports, however, Indian opium made a sudden advance of £90,000, reaching a total value of £139,347. This great increase was due to the total failure of the Shantung poppy crop. In cottons, English articles show very poor figures, while Japanese T-cloths and Japanese yarn did well and seem to be driving all competition from the field. In sheetings America has still a vast proportion of the trade. Native

(Kaiping) coal has for the first time exceeded the figures of foreign imported coal. Sumatran kerosene has disappeared from the market, and American has fallen off, while the Russian oil has increased, though still small in quantity. Among native import Chinese-spun yarn premises ill, while rice made an enormous advance owing to floods and bad harvests.

Exports showed the large increase of nearly £395,000, the main advance being in beancake and raw yellow silk. These, with other silks, straw-braid, and vermicelli, are the chief exports. 5,150 head of cattle of the large and sturdy breed collected from the interior were shipped alive to Port Arthur and Vladivostok for the Russian troops. Seven million eggs were also sent to Vladivostok.

Of shipping Mr. Tratman says:—"The total tonnage which entered the port in 1899 was 1,362,512 tons, as against 1,160,654 tons in 1898. Great Britain had a total entry of 619 ships, followed by China with 409, and Germany and Japan with 203 and 201 respectively; Russia showed an increase of entries from 26 to 160. Of the total tonnage, Great Britain figured for 44.15 per cent.; China, 22.03 per cent.; Japan, 13.88 per cent.; and Germany, 11.39 per cent. In the foreign trade, Japan was easily first with 52.60 per cent., whilst in the coast trade Great Britain headed the list with 53.78 per cent."

In 1899 a steamer under the British flag took advantage of the new Inland Navigation Regulations, and the agents report as follows on the undertaking:—"The China Navigation Company's steamer *Hoangho* was employed last year from the beginning of August until the season closed at the end of November in the Gulf of Pechili trade, and met with an encouraging measure of success. The Chinese showed perfect willingness to use the steamer, and no difficulties were placed in the vessel's way. Junks probably secure preferential treatment at the Chinese customs, but the extent to which they benefit as compared with the steamer owned by foreigners cannot be known, duty on cargo carried by junks being bargained for by the owners of the vessels, who arrange with the officials of the native custom-house for the payment of a lump sum on the whole cargo. Shipments by steamers are liable to pay tariff rates of duty, and shippers are put to the trouble of making their own arrangements with the native customs. But the greater security of shipping by a foreign-owned steamer, and the greater punctuality in the delivery of cargoes, appear to be counter-attractions of even greater force than the disadvantage just mentioned."

KIUNGCHOW (HOIHOW).

Mr. Consul O'Brien Butler in his report on the trade of this port during 1899 says:—

Whilst the value of the trade of Kiungchow for 1898, so far as it came within the cognisance of the Foreign Customs, showed a not inconsiderable advance over that for the preceding year, the value for 1899 was still higher, being 697,155l. 18s. (net total trade), or no less than 171,404l. 15s. 2d. more than in 1898.

Foreign goods were imported to the value of 376,539l. 3s. and native produce from other treaty ports to the value of 2,409l. 3s., the figures for these items during 1898 being 285,731l. 5s. 8d. and 951l. 17s. 2d. respectively.

Native produce of local origin was exported to the value of 329,875l. 16s. in 1899, against 240,290l. 5s. 9d. in 1891.

Of the foreign goods imported, 11,668l. 4s. worth were re-exported in 1899, against 664l. 5s. 9d. in 1898. No native produce was re-exported.

The bulk of the trade of this port is with Hongkong, the value of the imports from and the exports to that colony during 1899 being 342,623l. 8s. and 315,392l. 17s. respectively, leaving 33,915l. 15s. and 14,482l. 19s. as the figures for all other places together.

The trade with other treaty ports is insignificant. 2,409l. 3s. worth of produce was imported from Pakhoi and Swatow, and local produce to the value of 8,543l. 2s. was sent to these ports, the only ones with which Kiungchow carries on trade by means of vessels of foreign type.

Nearly all the foreign goods re-exported from this port now go to Kwangchow Bay, the new French settlement to the north-east of the Leichow Peninsula. Whilst these re-exports only amounted in value to 595l. 8s. 7d. in 1898,

no less than 11,487l. worth of foreign goods were sent to Kwangchow Bay via this port in 1899.

The total number of transit passes taken out was 1,052 inwards and 378 outwards, against 251 and 236 respectively in 1898. 632 inward passes were taken out by a British firm, and 302 by Chinese.

The steamers under the British flag that visited this port during 1899 numbered 33, being four more than in the preceding year; the value of the cargo conveyed by them, however, decreased from 14,551l. 17s. 1d. in 1898 to only 6,300l. 15s. in 1899. British vessels rarely visit Hoihow for any other purpose than to take up emigrants for Siam or the Straits Settlements, the regular trade of the port being served almost entirely by steamers under the French and German flags.

A very considerable increase is to be noticed in the number of French steamers that visited the port during 1899, as compared with the number for the year before. On the other hand the number of vessels under the German flag remained about the same in the two years, while the Danish flag was not seen at all during 1899. The low average tonnage of the French steamers as compared with that of the German and British (French average 554.14 tons, German 703 tons, British 1,082.45 tons) is accounted for to some extent by the fact that a small French steamer of about 35 tons made three or four trips a month between Kwangchow Bay and Hoihow throughout the year.

No merchant vessel of foreign type under the Chinese flag has been seen here since 1883, and no foreign sailing vessel since 1881.

As in 1898 the number of Chinese passengers leaving Hoihow during 1899 was considerably in excess of the number of those arriving. This is in marked contrast with former years when the number of natives arriving and leaving was about equal, and is probably to be attributed to the high price of food which continued to prevail throughout the year.

Comparatively few passengers to and from Hongkong are ever conveyed by British steamers; on the other hand, in the course of 1899 over 76 per cent. of the passengers to, and all the passengers from, the Straits and Siam travelled by vessels under the British flag. Of the passengers that arrive here from Hongkong probably half are emigrants returning from the Straits and Siam.

FRENCH INDO-CHINA.

Mr. Tremlett, Consul for Great Britain at Saigon, says in his report on French Indo-China during 1899:—

On 10th March, 1899, a decree was issued fixing the attributions of a Director of Civil Affairs of Indo-China, whose functions are general. On 19th September the contract for the construction of the Haiphong-Hanoi-Vietri Railroad was signed at Hanoi. I cannot as yet say anything about these lines beyond the following:—Hanoi to the frontier of China (Kwangsi) which is transformed to one metre rail from sixty centims. of the railway from Phulung Thuong to Langson. This line will be completed at the end of 1900—Hanoi to Haiphong is in construction; it will be put into working order in the course of 1902.—Hanoi to Ninh Dinh (via Nam Dinh) is in construction; it will be put into working order in the course of 1902.

The Conseil Supérieur met at Pnom-penh (Cambodia) in October, and voted, among other things, improvements to the port of Saigon; the construction of an observatory; and duties upon betel and tobacco (native). It was remarked that, from statistics, the export trade of Indo-China had increased 50 per cent. in three years, and that the import of French products had also increased notably.

Cambodia, Tonkin, Annam, Laos.—Nothing of public interest has transpired in any of these provinces during the year under review, except that the first and second Kings of Luang-Prabang visited Saigon in October. The capital, Luang-Prabang, is an important town of 40,000 inhabitants, situated on the left bank of the Mekong at its confluence with the Nam Khone. Indigo has always received more or less attention in Cambodia and Laos, also in Cochinchina on the river banks after the floods, and is now assuming considerable importance. The culture attracts the native by its quick returns, a first

cutting taking place in less than three months after sowing, rendering from 2 to 6 per cent. of pure indigo; there are no statistics as yet.

Cochin-China.—The export of rice was 631,000 tons, or 18,000 tons more than the export of 1898. Exports of broken rice and rice flour were 110,700 tons, making total export 791,700 tons. As anticipated in my last report the harvest was satisfactory.

The consumption of salt reached 46,000 tons in all Indo-China, 150,000 tons; only 19,000 tons were exported. The number of "peids" of coffee, in Indo-China is put at Cochinchina, 161,600; Cambodia, 37,000; Annam, 234,000; Tongkin, 800,000; Total, 1,232,600. The production is estimated at 240,000 kilos, which is probably exaggerated.

The total of all shipping that cleared from Saigon during the year 1899, including the Messageries Maritimes mail boats and the steamers of the Compagnie Nationale, was 631 of 789,330 tons.

The British flag accounts for 152 vessels of 200,652 tons cleared; their average tonnage was 1,320 tons.

For the first time since the existence of the colony a duty of 3 per cent. is imposed upon the import of coin. It appears from the statistics of the customs for nine months of 1899 that the increase in the importation of French cottons continues, being 1,189,230 kilos more than during the same period of 1898. The import of gunnies depends naturally upon the quantity of rice exported; during nine months of 1899 it reached 23,115 bales against 19,350 bales during the whole of the previous year. The consumption of petroleum increases steadily, being 4,000,000 kilos last year in excess of 1898.

HONGKONG.

Four fresh cases of plague and four deaths have been reported since last week's issue, the numbers for the year being 1,075 cases and 1,017 deaths at noon yesterday.

The return of visitors to the City Hall Library and Museum last week shows that the former institution was visited by 503 non-Chinese and 142 Chinese, the latter by 177 non-Chinese and 1,815 Chinese.

On the 9th inst. Messrs W. S. Bailey and Company launched and handed over from their new yard the first of two large lighters ordered from the firm by the Green Island Cement Company, Limited, and rendered necessary by the expansion of the Company's business for the speedy carriage of cement from their Macao Factory to Hongkong for shipment.

At eleven o'clock on the 10th inst. Sergeant Terret was in Queen's Road Central when he saw an Indian, whose name turned out to be Abdul Cassam, at the door of the International Hotel. He produced a ticket and handed it towards the proprietor, who was in the act of putting his hand in his pocket when the Sergeant went forward, seized the ticket, and took the Indian into custody for selling Macao lottery tickets. At the Magistracy on the 10th inst. the man was fined \$25, or a month.

The other day Sergeant Landor arrested a suspicious looking Chinaman at Shatin and on searching him found him in possession of a paper relating to a Triad Society. The man's explanation was that he had got the paper from a man at West Point who had told him that it would save him from being molested in the New Territory. On visiting the house at West Point mentioned by the defendant the police found quite a number of articles relating to the Triad Society. The occupier was taken into custody and brought before Mr. Hazeland on the 10th inst. and remanded.

The following is the return of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 30th September, as certified by the Managers of the respective banks:—

Banks.	Average Specie in
Chartered Bank of India.	amount. Reserve.
Australia and China	\$ 2,760,507 \$1,500,000
Hongkong and Shanghai	
Banking Corporation	7,959,297 5,000,000
National Bank of China	
Limited	435,395 150,000
Total	\$11,155,199 \$6,650,000

The repairs to the steamer *Canton* rendered necessary by the damage she sustained in the typhoon have almost been completed, and the vessel will leave the Kowloon Dock in the course of a tide or so.

For being drunk and disorderly in Praya East on the night of the 5th a Greek sailor was on the 6th inst. fined \$5. He had come ashore with his pockets filled with money, which he was scattering about to the delight of a crowd of Chinese.

Among those who passed through on the *Sydney* this week was the well-known Lt. Col. Marchand. It was originally intended that he should reach China earlier, but at his own request he was allowed to postpone his departure from France until the 9th ult.

During the 48 hours ending at noon on the 8th inst. there were reported 2 fresh cases of plague and two deaths. The total figures for last week were 3 cases and 3 deaths. The decrease since the middle of August has been well maintained, the figures for the last seven weeks being 9, 4, 4, 5, 1, 5, 3 (cases and deaths alike).

Lance-Sergeant Terret was on duty on the 4th inst. when he saw a Chinaman coming along carrying a couple of baskets. He stopped him, and the man betrayed himself by attempting to run away. The baskets were found to contain 20 pounds of brass, which was concealed in a bag. On the 5th inst. the man was fined \$10, or a month, for being in unlawful possession.

At about eleven o'clock on the 4th instant a Chinese constable was going along Queen's Road Central when he noticed a Chinaman leaning over a British blue-jacket who was laid down drunk in the street, and going through his pockets. On seeing the lukong the Chinaman cleared off, but the constable caught him, and on searching him found some burglar's tools on his person. Other tools of a like nature were subsequently found in his house by Sergeant Murison. In sentencing him on the 5th inst. to three weeks' hard labour as a rogue and vagabond, Mr. Hazeland said it was clear from the evidence that the man was a very dangerous character.

Michael Kavanagh, an A. B. on board the *Castle Rock*, is evidently something of a terror to his ship-mates. He was sentenced to seven days' imprisonment at the Harbour Office on the 9th inst. for assaulting the second officer (Mr. Dalziel) and an A. B. named J. Wallace. Joseph Bolger (another A. B.) and Richard Channon (the cook), charged with disobeying the lawful commands of Captain Jones, excused themselves by declaring that their lives were in danger from Kavanagh. The Acting Harbour master (Mr. Basil Taylor) did not consider this excuse a sufficient one and sentenced them to 14 days' imprisonment.

On the 9th inst. an Irishman named John Walls, who is employed on board an American ship, caused a commotion in Queen's Road Central, at the bottom of Aberdeen Street, by cursing and swearing. He was sending the British Government and all British soldiers and sailors to perdition, much to the amusement of the Chinese crowd by which he was surrounded. He was drunk at the time. Inspector Macnab and Sergeant MacSwayed endeavoured to quieten him, and for their pains he told them to go and fight the Boers instead of interfering with "an honest drunken man." They took him to the Police Station, and on the 10th inst. he was fined \$5.

H. Browne, described as bookkeeper at Bay View Hotel, appeared at the Magistracy on the 10th inst. charged with assaulting Mrs. Schwann, barmaid at the Stag Hotel, and also with behaving in a disorderly manner in the Stag Hotel whilst drunk. Mrs. Schwann said that at half-past five on the 9th inst. the defendant, who was drunk, came up to the bar of the Stag Hotel and asked for a drink. She told him he could have a soda, whereupon he replied "No fear," and slapped her in the face. The bar boy and the assistant manager corroborated. Sergeant Murison, who was called to the Stag Hotel by the complainant, said the defendant was drunk and using filthy language towards the barmaid. The defendant was fined \$15, or 14 days, for the assault and \$10, or 14 days, for being disorderly.

The Chinese soldier who was arrested on the 8th inst. for stealing a loaf of bread has been sentenced to seven days' hard labour. No further information regarding him has been obtained.

At the regular meeting of Ararat Lodge of R.A.M.'s held on the 10th inst. Bro. G. J. W. King was elected W. C. N., Bro. T. A. Wheel treasurer, and Bro. J. Maxwell warder.

Among the passengers by the homeward English mail on to-day will be Lance-Sergeant Cameron, who has been invalided home, the plague duty which he performed at Yaumati having undermined his health. His comrades in the Police Force purpose presenting him with a purse of money and a silver-mounted walking stick.

Two Greek sailors were creating a disturbance in Queen's Road West on the 9th inst. One of them was drunk and P. C. Reynolds arrested him, whereupon his companion got hold of him and attempted to drag him away. With the assistance of some soldiers both were taken to the Police Station, and on the 10th inst. the man who was drunk was fined \$5, or 14 days, and the other \$10, or 14 days.

From the Return of Stamp Revenue during the months of September, 1899 and 1900, it appears that there has been a total increase this year of \$9,119.22. The chief items showing increases were:—Conveyance or Assignment, \$6,535.50; Probate or Letters of Administration, \$4,195.50; Bank Note Duty, \$1,135.94; and Mortgage, \$656.20. The principal decreases were in the items:—Settlement, \$1,860.00; Policy of Insurance, \$865.00; Bill of Exchange and Promissory Note, \$516.15; Transfer of Shares, \$443.91. Adhesive Stamps yielded the slight increase of \$295.86.

At the Harbour Office yesterday afternoon, before Mr. Basil Taylor, Ho Tsat, master of the steam launch *Zennec*, was charged on the information of Sergeant Burchall with failing to observe the rules of the road. Sergeant Burchall said that at 10.30 a.m. on the 9th inst. he left Douglas Wharf to go towards Tsim Tsa Tsui Wharf. When close to the chequered buoy marking the western end of the man-of-war anchorage he saw the defendant's launch on the port bow going east. About two minutes later the defendant's launch passed so close across his bows that the police launch had to be stopped. The defendant then eased down and apparently began to look about for something. After a minute or two he went towards Wan-chai. The defendant made no attempt to keep out of his way.—A fine of \$5, or 14 days, was imposed.

Mr. John Mills, a Sanitary Inspector residing at No. 60, Hollywood Road, has a dog which has attracted the attention of a neighbour—Lam Kau, a draper, of 37, Peel Street. Not being able to come by the dog honestly the draper appears to have resorted to crooked means, and yesterday Mr. Mills charged him with stealing the dog, which is valued at \$25. Mr. Mills said that at about nine o'clock on Wednesday night he heard a noise proceeding from the dog's kennel. He went down and saw the man getting hold of the dog and trying to pull it away. The man ran off. He followed and caught him. The defendant was the man.—The defendant denied the theft and called witnesses as to his respectability.—His Worship sentenced him to 14 days. He subsequently granted a re-hearing, when the sentence was confirmed.

Indian constable No. 674 was on the 10th inst. charged with assaulting a fruit-seller at Hung-hom on the 8th inst. The complainant, who is a cripple, said that four Indian soldiers came to him and purchased two cigars and three pineapples. The price was seven cents, but the soldiers only offered him one cent. When he asked them for more they assaulted him, striking him with their fists and kicking him. The defendant then came up. The soldiers said something to him, whereupon he struck the complainant with his fist and prodded him in the side with the butt of his carbine.—A witness corroborated.—The defendant denied the assault, saying that the man had brought a false charge against him because he arrested one of his clansmen the other day.—His Worship said it was for the prosecution to prove to his satisfaction that the constable assaulted the complainant. He must have no doubt whatever on the subject. There was absolutely no mark at all on the complainant's body. There was a doubt in his mind as to whether the complainant was assaulted or not. It was his duty to give the defendant the benefit of the doubt, and he would be accordingly discharged.

A Chinaman was amusing himself on the 8th inst. by throwing stones at an Indian carpenter on the Parade Ground in Queen's Road. He was caught, and on the 9th inst. Mr. Hazeland ordered him to pay \$10, or three weeks.

Two men, apparently brothers, were arrested at West Point on the 6th instant for pocket-picking, the one being arrested inside and the other outside the Kooching Theatre. There was no doubt about their guilt, but one case was somewhat worse than the other. Consequently the sentences differed—14 days and three weeks.

When patrolling the harbour in the police pinnace on the 8th inst. P. C. Ritt noticed a dust-boat coolie dumping baskets of rubbish into the harbour. He went towards the man, who ran away. After an exciting chase of about a quarter of an hour the constable caught his man and subsequently the offender was fined \$5, or 14 days.

On the 7th instant Chinese Constable No. 338 came across 20 or 30 men playing at *fan-tan* in Praya East. He arrested one of them. As he was taking him to the Police Station the man put a five dollar bill in his pocket, saying "Here are a few dollars to drink tea." The lukong reported the matter, and on the 9th inst. the offender was fined \$5, or 14 days, for gambling, and sentenced to two months' hard labour for attempting to bribe the constable.

Mr. J. Koss, overseer, Public Works Department, stores his ricksha just below his bungalow in Kennedy Road, and on the 7th inst. his coolie noticed three men taking it away. He at once went to stop them, whereupon all three set upon him. His master, hearing the noise, came to his assistance. He captured one of the men, but the other two got away. The man captured was taken before Mr. Hazeland on the 8th inst., and fined \$5, or 14 days, for disorderly conduct.

On the 1st inst. at Shanghai, in the Church of the Sacred Heart, a solemn thanksgiving service was performed on the occasion of the "Golden Wedding Jubilee" of Mr. and Mrs. Jayme Rangel. The Very Rev. Father Louail, Superior-General of the Jesuit Kiangnan Mission, in the course of the Mass delivered what is described as a most pathetic discourse. Mr. and Mrs. Rangel are octogenarians, belonging to one of the European Portuguese families that came out to China at the beginning of the century. Mr. Rangel was a lawyer, but has retired from practice.

With the approach of the cool weather, the coolies and homeless wanderers who, during the summer has made the public foot-paths their beds, are now prohibited from sleeping in the open, and consequently those of them who are without money are hard pressed what to do. On the 9th inst. Sergeant Ritchie found five men sleeping in the door of the Pak Tai Temple at the top of Nullah Lane, Wan-chai. He took them into custody. When searched they were found to have two and a half cents among them. On the 9th inst. Mr. Hazeland sentenced them to 14 days' imprisonment as rogues and vagabonds.

There has long been ill-blood between the public and private chair coolies in Wyndham Street in consequence of the competition which there is to secure positions exactly opposite the German Club. Wrangling takes place daily, and on the 7th inst. the disputants came to blows. Sergeant Collett was in Glenaeley when his attention was attracted by the commotion. He telephoned to the Central Police Station from the Dairy Farm Office, and then went down Wyndham Street with P. C. Godfrey and an Indian Constable and made seven arrests. The defendants were taken before Mr. Hazeland on the 8th inst. and fined \$5 each.

The residents of Kennedy Road have complained recently of the danger to which they have been exposed from the blasting operations carried on there, and on the 7th inst. Sergeant Kendall went round while the blasting was going on with a view to seeing whether there was any foundation for the complaint or not. He had not been there long before he heard an explosion, followed by a crash. He discovered that the crash was caused by a large piece of rock loosened by the explosion being precipitated on to the roof of Mr. Kennedy's stables close at hand. The rock went right through into the maffoo's quarters. Fortunately no one happened to be in the way and in consequence no one was injured.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1900-1 lbs.	1899-00 lbs.
Hankow and Shanghai...	—	—
Amoy	271,994	221,484
Foochow	9,587,810	9,491,174
Canton	—	—
	9,859,804	9,712,658

EXPORT OF TEA FROM CHINA TO ODESSA.

	1899-1900 lbs.	1898-99 lbs.
Shanghai and Hankow...	34,496,984	25,363,948

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1900-1 lbs.	1899-00 lbs.
Shanghai	—	—
Amoy	10,643,356	6,079,289
Foochow	6,608,634	2,643,067
	17,251,990	9,322,356

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1900-1 lbs.	1899-00 lbs.
Yokohama	19,331,239	19,569,578
Kobe	10,593,706	11,782,517
	29,924,945	31,352,095

SILK.

CANTON, 29th September.—Silk.—Tsatlees.—No settlements are reported. Re-reels.—There has been some enquiry for Re-reels Nos. 1, 2, and 3, but no transactions have been reported. Filatures.—These were almost neglected during the first part of the fortnight, but prices kept their own fairly well. During the latter part of the fortnight a very fair business has been done for Europe. Prices are still very irregular and the high rates asked for 4th crop Silk render business very difficult. Short-reels.—Little has been done in Short-reels for America. Buyers show some interest for forward deliveries, but dealers refuse to sell ahead. Waste.—About 800 bales of Extra-Extra Steam Waste having been settled, the market is rather firm and dealers refuse to make concessions. A few hundred bales of 4th and 5th crop Cocoons are said to have been sold at \$82½, whilst 1st, 2nd and 3rd crop Cocoons are offered at \$79 per picul. We append quotations in Canton, with laying down cost in London and Lyons, Exchange 4 months' sight, 2/1½, and Fcs. 2.64 per Dollar.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1900-1901 bales.	1899-00 bales.
Shanghai	19,386	36,614
Canton	—	—
Yokohama	3,609	8,240
	22,995	44,854

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1900-1901 bales.	1899-00 bales.
Shanghai	3,062	4,572
Canton	—	—
Yokohama	4,915	8,471
	7,977	13,043

CAMPHOR.

HONGKONG, 12th October.—No stocks on hands. Quotations for Formosa are:—\$96.00 to \$96.50; no sales.

SUGAR.

HONGKONG, 12th October.—The upward tendency continues, more demands having come forward. Quotations are:—

Shekloong, No. 1, White.....	\$7.83 to \$7.87 per cwt.
do. " 2, White.....	6.95 to 7.00 "
Shekloong, No. 1, Brown ..	5.20 to 5.25 "
do. " 2, Brown ..	5.05 to 5.10 "
Swatow, No. 1, White.....	7.87 to 7.92 "
do. " 1, White.....	6.98 to 7.03 "
Swatow, No. 1, Brown ..	5.15 to 5.20 "
do. " 2, Brown ..	5.00 to 5.05 "
Foochow Sugar Candy	11.25 to 11.30 "
Shekloong ..	10.00 to 10.02 "

OPIUM.

HONGKONG, 12th October.—Malwa is quiet, last sales having been made. New at \$310/50, Old at \$360/920.

Bengal.—Values after having advanced to \$980 Patna and \$967½ for Benares, receded to \$985 and \$955 for Patna and Benares respectively. At the close Patna is quoted at \$2½ higher, but Benares remains unchanged.

Persian.—Market is quiet. No business is reported to have transpired during the interval.

STOCK.

Patna.....	1,278
Benares	492
Malwa	1,086½
Persian	2,280½

COTTON.

HONGKONG, 12th October.—Fair business at rates. Closing very dull. Stock, about 1,500 bales.

Bombay,	21.00 to 21.50 picul.
Bengal (New), Rangoon, } ..	22.00 to 24.50 "
and Dacca,	"
Shanghai and Japanese, ..	22.00 to 24.00 "
Tungchow and Ningpo,	22.00 to 24.00 "

Sales: about 788 bales.

YARN.

Mr. P. Fduljee says in his Report, dated Hongkong, 12th October:—A small demand has been experienced during the past fortnight, but this has been generally expected, as dealers have their hands full with the heavy purchases of the last few weeks, and the enquiry from the country had not reached the proportions anticipated. Settlements are estimated at some 73,000 bales, the majority being booked in the earlier part of the interval, if indeed some portion are not old purchases just reported. Prices have continued steady, and, although here and there slight fluctuations are noticeable, we make no alteration in our quotations and the market may be called unchanged. Holders do not appear anxious sellers, the position being reckoned fairly strong, while, on the other hand, dealers are holding off entirely in the hope of forcing importers to accept a concession.

The salient feature of the interval has been the increasing demand for No. 12s. which together with No. 10s. form the bulk of the settlements.

Local Manufacture:—There is no change to note in the quotations of the Hongkong S.W. and Dyeing Mills, which are steady at \$90 to \$91 for No. 10s., \$92 to \$93 for No. 12s., and \$96 for No. 16s., at which sales of about 375 bales are reported.

It may interest Indian Spinners to learn that, in common with the Cotton Mill Industry throughout the East, this concern in spite of the best and most efficient management has fallen upon evil days. The last year's working shows a loss of close upon \$70,000 and as it is already indebted to the General Managers to the tune of 15 lacs, it is intimated that unless shareholders come forward and provide capital to give the Mills another year's trial, "there is no solution of the situation except liquidation."

Japanese Yarn:—A concession of 50 cents to one Dollar per bale has induced a fairly large business in this thread, and sales of about 900 bales No. 16s. and No. 20s. are reported, say 100 bales No. 16s. Kanegafuchi at \$98½, and 800 bales No. 20s., say 150 bales Ashai at from \$99 to 98, 300 bales Settsu at from 102 to 101, 200 bales Miike at from \$99 to \$98 and 150 bales Sakai at \$99½ to \$98½, market closing weak.

Raw Cotton:—Indian descriptions are steady, but meet with little or no enquiry from the natives and with the exception of a superior parcel of 200 bales superfine machine-ginned Bengal purchased by the local Mill at \$24 no other business is reported. Quotations are unchanged, say from \$20 to \$24. Unsold stock about 1,200 bales. Chinese Cotton is in good enquiry, and recent importations of about 1,300 bales Ningpo and Shanghai found ready buyers at from \$22 to \$24, leaving the market bare of stock.

Exchange on India after having touched Rs. 156 for T/T and Rs. 156½ for Post, closes to-day at Rs. 155 for T/T and Rs. 155½ for Post. On Shanghai 71½ and on Yokohama 1½ per cent, nominal.

From Shanghai the undernoted business in imported and local spinnings is reported during the fortnight ending 6th instant:—

Indian.—Total sale 1,288 bales comprising 1,310 bales No. 10s., 50 bales No. 12s., 280 bales No. 16s., and 348 bales No. 20s., prices showing little or no change and market closing steady. Estimated unsold stock about 31,000 bales.

Japanese.—Total sales about 1,000 bales, comprising 900 bales No. 16s. at from Tls. 70½ to 72, and 1,000 bales No. 20s., at from Tls. 72½ to 73½, price continuing steady and market closing strong-stock nil.

Local.—Total sales about 2,000 bales on the basis of Tls. 60 to 63 for No. 10s. Tls. 63 to 65 for No. 12s. Tls. 64 to 66½ for No. 14s. and Tls. 67 to 69 for No. 16s. closing unsteady.

RICE.

HONGKONG, 12th October.—The advance in prices has been arrested, no demands having come from the mainland. Quotations are:—

Saigon, Ordinary	\$2.95 to 3.00
" Round, Good quality	3.25 to 3.30
" Long	3.40 to 3.45
Siam, Field mill cleaned, No. 2 ..	3.10 to 3.15
" Garden, " No. 1 ..	3.45 to 3.50
" White	4.20 to 4.25
" Fine Cargo	4.35 to 4.40

COALS.

HONGKONG, 5th October.—Small sales of Japanese at quotation:—

Cardiff	\$35.00 sellers
Australian \$14.00 to \$14.50 ex godown, nominal	
Yubari Lump	\$11.00 ex godown, nominal
Milki Lump	8.50 to 9.00 nominal
Moji Lump	\$7.00 to \$9.50 ex ship, steady
Hongay double } ..	10.50 ex godown
screened	"
Hongay Lump	8.50 ex ship
Hongay Dust	5.50 "
Briquettes	14.50 ex godown

MISCELLANEOUS IMPORTS.

HONGKONG, 12th October.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn.—1,100 bales No. 10 at \$84 to \$91, 450 bales No. 12 at \$89 to \$93, 400 bales No. 16 at \$95.50 to \$102, 1,350 bales No. 20 at \$96 to \$101.50.—White Irishes:—500 pieces Gold Horse at \$5.40.

METALS.—Tinplates:—500 cases at \$7.30 to arrive.—Yellow Metal:—235 cases, 14/20, at \$39, 20 cases 10/14 at \$40.50.

COTTON YARN—

	per bale
Bombay—Nos. 10 to 20s.....	\$78.00 to \$109.00
English—Nos. 16 to 24.....	114.00 to 120.00
" 22 to 24.....	120.00 to 128.00
" 28 to 32.....	130.00 to 142.00
" 38 to 42.....	155.00 to 170.00

COTTON PIECE GOODS—

	per piece
Grey Shirtings—6 lbs.	2.25 to 2.35
7 lbs.	2.55 to 2.65
8.4 lbs.	3.10 to 3.85
9 to 10 lbs.	3.90 to 4.75
White Shirtings—54 to 56 rd.	2.85 to 2.85
58 to 60 "	3.40 to 4.20
64 to 66 "	4.50 to 5.55
Fine	5.40 to 8.10
Book-folds.	4.60 to 6.50
Victoria Lawns—12 yards.....	0.80 to 1.65
T-Cloths—6lbs. (32 in.), Ord'y.	1.85 to 2.00
7lbs. (32 ") ..	2.15 to 2.40
6lbs. (32 ") ..	2.05 to 2.30
7lbs. (32 ") ..	2.65 to 3.05
8 to 8.4 oz. (36 in.)	3.00 to 3.80
Drills, English—40yds. 14 to 16 lbs.	4.40 to 7.30

FANCY COTTONS—

Turkey Red Shirtings—1½ to 8 lbs.	1.55 to 5.00
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Brocades—Dyed

— to —

Chintzes—Assorted

0.08½ to 0.17

Velveteens—Black, 22 in. 0.22½ to 0.60

Velveteens—18 in. 0.20 to 0.22½

Handkerchiefs—Imitation Silk 0.36 to 2.50

WOOLENS—

Spanish Stripes—Sundry chops 0.80 to 1.50

Habit, Med. and Broad Cloths 1.25 to 2.50

Long Ells—Scarlet..... 6.40 to 10.00

Assorted..... 0.50 to 10.10

Camlets—Assorted..... 12.50 to 32.00

Lastings—30 yds. 31 inches } 8.00 to 20.00

Assorted } ..

Orleans—Plain 8.50 to 16.00 |

Blankets—8 to 12 lbs. 4.00 to 18.00

METALS—	per picul
Iron—Nail Rod	4.80 to
Square Flat Round Bar (Eng.)	4.80 to
Swedish Bar	7.00 to
Small Round Rod	5.25 to
Hoop 1 to 1 1/2 in.	5.50 to
Wire 5/25	7.50 to

JOINT STOCK SHARES.

HONGKONG, 12th October.—A fair general business has been transacted during the week and rates have been well maintained in most cases. Some Manila stock are now quoted for the first time.

BANKS.—Hongkong and Shanghai were negotiated in the early part of the week at 313 and 315 per cent. prem. and later a fair number changed hands at 314 per cent. prem. market closing steady at the last rate. Latest London quotation by Reuter is £57. Nationals unchanged and without business.

MARINE INSURANCES.—Small sales of China Traders have been effected at \$56, but more are obtainable at that rate. Unions have been on offer at \$265 without inducing business (cum dividend), and Cantons have been enquired for at \$135 without bringing any shares on the market. Straits and Northern Insurances unchanged and without business.

FIRE INSURANCES.—Hongkongs remain steady to strong at \$295, with small sales. Chinas have been placed at \$76, \$77 and \$78, closing steady at the last rate.

SHIPPING.—Hongkong, Canton and Macao continue in good demand and sales have been effected at \$31 1/2, \$31 1/2 and \$32, closing steady at the last rate. Indos have ruled quiet with only small sales at \$86. China and Manilas (new issue), have found further buyers at \$28 and a few more shares are obtainable at that rate. China Mutuals unchanged and without business.

REFINERIES.—China Sugars are enquired for at \$105 and Luzons continue in a small demand at \$35.

MINING.—Punjom remains very quiet with only small sales at \$3 1/2 and \$3, a further small demand, however, at \$3 remains unsatisfied. Olivers, both A's and B's, have been on offer during the week at quotations without inducing business. Jelebus have been placed at \$7 1/2, \$7 1/2 and \$8, closing at last rate. Queens and Caledonians continue neglected and without business. Raubs have ruled steady with small sales at \$55.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks remain unchanged and without business, a demand for shares at a few points under the quoted rate having failed to bring out any share. Kowloon Wharves have been placed at the reduced rates of \$84 1/2 and \$84, closing steady at \$84 1/2. Wanchais are wanted at \$61, but no business has been transacted.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue to improve and sales have been effected during the week at \$82, \$82 1/2 and \$83, market closing firm at \$83 1/2 with further buyers. Hotels remain out of the market and the quotations is more or less nominal. West Points have ruled quiet with only small sales at \$51 1/2 and close with sellers at \$51. Humphreys have been dealt in largely at \$10.75, \$10.90, \$11, and \$11 1/2, closing with sellers at the last rate.

COTTON MILLS.—Unchanged and without business, except Hongkong, which have been placed at \$8.

MISCELLANEOUS.—Green Islands have ruled weaker with sales at \$19 1/2, \$19 1/2 and \$19, market closing steady and quiet at \$19. China Borneos after sale at \$31 are still enquired for at quotation. Watsons have improved to \$16 with buyers and Fenwicks to \$52 with sales. China Providents have changed hands and are still wanted at \$9 1/2. Watkins have been placed at \$10.

MEMOS.—Union Insurance dividend payable to-day. Canton Insurance yearly meeting on the 19th inst. China Traders yearly meeting on 23rd inst. Hongkong Electric's second call of \$3 on new issue payable on 1st November. Tenders are invited for 4,104 unissued shares up to 20th inst. Oliver's Freehold "B" shares forfeited on 17th inst., unless final call of 50 cents paid by that date. Hongkong Kowloon Wharves Co. advertise that interest on unpaid call of \$25 at 12 per cent. will be charged after to-day (12th Oct.).

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		(\$517 1/2, sellers 314 p. ct. prem. = London, £57.
Hongkong & S'hai...	\$125	
China & Japan, ordy.	24	£1.
Do. deferred	21	25 5s.
Natl. Bank of China		
A. Shares		\$28, sellers
B. Shares	28	\$26, sellers
Found. Shares...	28	\$20.
Bell's Asbestos E. A....	21	\$1 1/2.
Campbell, Moore & Co.	\$10	\$20.
China Prov. L. & M....	\$10	\$9 1/2, buyers
China Sugar	\$100	\$105, buyers
Cotton Mills—		
Ewo	Tls. 100	Tls. 50.
International	Tls. 100	Tls. 50.
Laou Kung Mow	Tls. 100	Tls. 50.
Soychee	Tls. 500	Tls. 375.
Yahloong	Tls. 100	Tls. 40.
Hongkong	\$100	\$8, sales
Dairy Farm	\$8	\$8 1/2, buyers
Fenwick & Co., Geo....	\$25	\$52, sales & sellers
Green Island Cement...	\$10	\$19, buyers
H. & C. Bakery	\$50	\$50.
Hongkong & C. Gas ...	£10	\$118, buyers
Hongkong Electric {	\$10	\$10 1/2, sellers
H. H. L. Tramways ...	\$10	\$2, sellers
Hongkong Hotel	\$100	\$170.
Oriente Hotel Co., Ltd.	\$50	\$110, sellers
Hongkong Ice	\$50	\$53.
H. & K. Wharf & G....	\$25	\$167 1/2.
Hongkong Rope	\$50	\$84 1/2, sellers
H. & W. Dock	\$50	\$170, buyers
Insurance—	\$125	545 p. ct. prem. = \$306 1/2, sales & sels.
Canton	\$50	\$135, buyers
China Fire	\$20	\$78, buyers
China Traders'	\$25	\$56, sales & sellers
Hongkong Fire	\$50	\$295, buyers
North-China	\$25	Tls. 164.
Straits	\$20	\$1.
Union	\$50	\$245, ex div.
Yangtze	\$60	\$120, sellers
Land and Building—		
Hongkong Land Inv.	\$50	\$183 1/2, buyers
Humphreys Estate...	\$10	\$11 1/2, sellers
Kowloon Land & B.	\$30	\$25 1/2.
West Point Building	\$50	\$51, sellers
Luzon Sugar	\$100	\$35, buyers
Mining—		
Charbonnages	Fcs. 250	\$250, buyers
Gt. Estn. & C'donian	\$3	10 cents
Do. Preference ...	\$1	10 cents
Jelebu	\$5	\$8, buyers
Queen's Mines Ltd.	25c.	10 cents, sellers
Olivers Mines, A....	\$5	\$24, sellers
Do. B....	\$4 1/2	\$1.80, buyers
Punjom	\$8	\$3.10, buyers
Do. Preference...	\$1	75, sellers
Raubs	16s. 10d.	\$55, buyers
New Amoy Dock	\$6 1/2	\$20 1/2, sellers
Steamship Coys.—		
China and Manila ...	\$50	\$65, sellers
China Mutual Pref.	£10	\$28, sales & sels.
China Ordinary	£10	\$10 1/2, ex div. buys.
Do.	£5	\$5, ex div. buys.
Douglas Steamship	\$50	\$41, sales & buys.
H. Canton and M....	\$15	\$32, buyers
Indo-China S. N. ...	£10	\$86, sales
Shell Transport and } Trading Co. }	£100	£3-6s.
Star Ferry	\$10	\$18, sales & bys.
Tebrau Planting Co....	\$5	\$44, sales & bys.
United Asbestos	\$4	\$5, sellers
Do.	\$10	\$4 3/4.
D.	\$10	\$20.
Wanchai Warehouse...	\$37 1/2	\$61, buyers
Watkins, Ltd.	\$10	\$10, sales & sellers
Watson & Co., A. S. ...	\$10	\$16, buyers
Universal Trading { Co., Ltd. }	\$5	\$5 1/2, buyers
Cigar Companies—		
Alhambra, Limited...	\$500	\$1500.
La Commercial, Ltd.	\$500	\$1000.
Hensiana, Limited...	\$100	\$110.
La Favorita, Ltd. ...	\$500	\$650.

J. Y. V. VERNON, Broker.

CLOSING QUOTATIONS.

FRIDAY, 12th October.

EXCHANGE.

ON LONDON.—

Telegraphic Transfer	2/0 1/2
Bank Bills, on demand	2/0 1/2
Bank Bills, at 30 days' sight	2/1 1/2
Bank Bills, at 4 months' sight	2/1 1/2
Credits, at 4 months' sight	2/1 1/2
Documentary Bills, 4 months' sight	2/1 1/2

ON PARIS.—

Bank Bills, on demand	260 1/2
Credits, 4 months' sight	260

ON GERMANY.—

On demand	2.12
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ON NEW YORK.—

Bank Bills, on demand	50 1/2
Credits, 60 days' sight	51 1/2

ON BOMBAY.—

Telegraphic Transfer	155
Bank, on demand	155 1/2

ON CALCUTTA.—

Telegraphic Transfer	155
Bank, on demand	155 1/2

ON SHANGHAI.—

Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2

ON YOKOHAMA.—

On demand	1 1/2 p. c. dis.
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ON MANILA.—

On demand	1 p. c. pm.
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ON SINGAPORE.—

On demand	1 p. c. pm.
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ON BATAVIA.—

On demand	124 1/2
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ON HAIPHONG.—

On demand	2 1/2 p. c. pm.
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ON SAIGON.—

On demand	2 p. c. p. n.
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ON BANGKOK.—

On demand	60
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SOVEREIGNS, Bank's Buying Rate ... 9.60

GOLD LEAF, 100 fine, per tael ... 50.75

BAR SILVER, per oz. ... 29 1/2

TONNAGE.

HONGKONG, 12th October.—Since last report, freights coastwise have declined. Saigon to Hongkong, 17 1/2 cents per picul is offered for small carriers; to Java and Philippines, no charters have been effected. Bangkok to this, 29 and 34 cents per picul might be obtained for a small steamer. Java to Hongkong, a steamer has been fixed to load at two ports north coast at 45 cents per picul (wet sugar). Newchwang to Canton, 38 and 40 cents per picul according to size have been paid; to Amoy, tonnage is wanted at 40 cents per picul. Coal freights.—Hongkong to this, \$2 per ton. Moji to Hongkong and Singapore, no demand at present, the rates being nominally \$2.80 and \$3.50 per ton respectively. Sailing vessels.—Hence to New York, tonnage is not wanted.

The following are the settlements:—

Eric J. Ray—American bark, 919 tons, Singapore to Hongkong, \$9,500 in full.

Sabine Rickmers—British steamer, 690 tons, Newchwang to Canton, 39 cents per picul.

Germania—German steamer, 1,714 tons, Newchwang to Canton, 38 cents per picul.

Nanyang—German steamer, 1,060 tons, Newchwang to Canton, 40 cents per picul.

Canton—British steamer, 1,110 tons, Newchwang to Canton, 40 cents per picul.

Else—German steamer, 903 tons, hence to Vladivostok, \$9,250 in full.

Milos—German steamer, 1,695 tons, two trips, Hongkong to Hongkong, \$2 per ton.

Germania—German steamer, 1,714 tons, Moji to Taku, \$4.25 per ton.

Macduff—British steamer, 1,882 tons, Moji to Singapore, \$4.25 per ton.

Babelsberg—German steamer, 1,379 tons, Amoy to Singapore (passengers), \$9 each.

Babelsberg—German steamer, 1,379 tons, two ports north coast Java to Hongkong (wet sugar), 45 cents per picul.

Amigo—German steamer, 822 tons, Bangkok to Hongkong, 32 and 27 1/2 cents per picul.

Helios—Norwegian steamer, 832 tons, Saigon to Hongkong, 19 cents per picul.

Deuteros—German steamer, 1,001 tons, monthly, 1 month, at \$9,000 per month (re-charter).

Tetarios—German steamer, 1,812 tons, monthly, 2 to 4 months, \$10,000 per month (re-charter).

Amoy—German steamer, 732 tons, monthly, 12 months, 7,250 per month (re-charter).

Hainan—German steamer, 741 tons, monthly, 12 months, \$6,500 per month.

Holstein—German steamer, 1,103 tons, monthly, 12 months, \$8,100 per month.

VESSELS ON THE BERTH.

FOR LONDON.—Bengal (str.), Glengyle (str.), Tamba Mara (str.), Mal's (str.), Candia (str.), Flomeneus (str.), Patroclus (str.), Agamemnon (str.), Saeki Mara (str.).

FOR MARSHALLS.—Tamba Mara (str.), Leo (str.), Malta (str.), Candia (str.), Saeki Mara (str.).

FOR BREMEN.—Saeki (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

October—

ARRIVALS.

- 5, Castle Rock, British bark, from Barry.
 5, Bormida, Italian str., from Bombay.
 5, Hating, French str., from Haiphong.
 6, Pentakota, British trpt., from Calcutta.
 6, Suisang, British str., from Calcutta.
 6, Socotra, British str., from London.
 6, China, Amr. str., from San Francisco.
 6, Puckard, Amr. bark, from New York.
 6, Trym, Norwegian str., from Chefoo.
 7, Albion, British str., from Bangkok.
 7, Benclutha, British str., from Shanghai.
 7, Clara, German str., from Haiphong.
 7, Hailan, French str., from Pakhoi.
 7, Hanoi, French str., from Haiphong.
 7, Indus, French str., from Yokohama.
 7, Saxonia, German str., from Yokohama.
 7, Sydney, French str., from Marseilles.
 7, Wosang, British str., from Taku.
 7, Mary L. Cushing, Amr. sh., from N. York.
 7, Phranang, German str., from Bangkok.
 7, Feiching, British str., from Haiphong.
 7, Etruria, British str., from Dunkirk.
 8, Wingsang, British str., from Cantsn.
 8, Loongmoon, German str., from Canton.
 8, Victoria, Amr. str., from Tacoma.
 8, Diamante, British str., from Manila.
 8, M. de Larrinaga, British str., from Amoy.
 8, Elise, German str., from Singapore.
 8, Nairung, British trpt., from Weihaiwei.
 8, China, German str., from Saigon.
 8, Awa Maru, Jap. str., from Singapore.
 9, Gwalior, British hospital str., from Calcutta.
 9, Cheang H. Kian, British str., from Straits.
 9, Formosa, British str., from Tamsui.
 9, Fushun, British str., from Shanghai.
 9, Trym, Norwegian str., from Canton.
 9, Elita Nossack, German str., from Java.
 9, Yorihome Maru, Jap. str., from Japan.
 10, Hailong, British str., from Haiphong.
 10, Peiho, French transport, from Marseilles.
 10, Nowshera, British trpt., from Calcutta.
 10, Asahi, Japanese battleship, from S'pore.
 10, Thales, British str., from Swatow.
 10, Woosung, British str., from Canton.
 10, Hongkong, French str., from Haiphong.
 10, Mongkut, German str., from Bangkok.
 10, Decima, German str., from Haiphong.
 11, Loongsang, British str., from Manila.
 11, Haitan, British str., from Coast Ports.
 11, Hermes, Norw. str., from Hongay.
 11, Bengal, British str., from Shanghai.
 11, Independent, German str., from Sourabaya.
 11, Lyeemoon, German str., from Shanghai.
 11, Maidzuru Maru, Jap. str., from Tamsui.
 11, Athesia, German str., from Hamburg.
 12, Chusan, British str., from Bombay.
 12, Mausang, British str., from Sandakan.
 12, Hsin Chi, British str., from Chefoo.
 12, Hsin Fung, British str., from Shanghai.
 12, Doric, British str., from San Francisco.
 12, Denteros, German str., from Saigon.
 12, Hoihao, French str., from Pakhoi.
 12, Taicheong, German str., from Saigon.
 12, Singan, British str., from Chefoo.

October—

DEPARTURES.

- 6, Palamcotta, British transport, for Bombay.
 6, Tiger, German gunboat, for Canton.
 6, Hongkong Maru, Jap. str., for San F' cisco.
 6, Cymbeline, British str., for Sydney.
 6, Babelsberg, German str., for Amoy.
 6, Trym, Norw. str., for Canton.
 6, Thales, British str., for Swatow.
 6, Wongkoi, German str., for Bangkok.
 6, Kong Bong, Ger. str., for Singapore.
 6, Maria Teresa, Austrian str., for Nagasaki.
 6, Nanyang, Ger. str., for Vladivostock.
 7, Taishun, mr. str., for Haiphong.
 7, Tamsui Maru, Jap. str., for Swatow.
 7, Bellerophon, British str., for Yokohama.
 7, Haiching, British str., for Swatow.
 7, Sydney, French str., for Shanghai.
 7, Rajah, British transport, for Taku.
 8, Takichio, Japanese cruiser, for Japan.
 8, Indus, French str., for Europe.
 8, Benclutha, British str., for Canton.
 8, Siam, British str., for Swatow.
 8, Menmuir, British str., for Manila.
 9, Yiksang, British str., for Amoy.
 9, Elise, German str., for Tsingtan.
 9, Kyoto Maru, Jap. str., for Moji.
 9, Wingsang, British str., for Swatow.
 9, Wosang, British str., for Canton.
 9, Hating, French str., for Hoihow.

- 9, Tailce, German str., for Swatow.
 9, Saxonia, German str., for Hamburg.
 9, Loongmoon, German str., for Shanghai.
 9, Anping, British str., for Shanghai.
 9, Fushun, British str., for Canton.
 9, Nairung, British trpt., for Rangoon.
 10, Tiger, German gunboat, for Canton.
 10, Humber, British storeship, for Weihaiwei.
 10, Luchs, German gunboat, for Canton.
 10, Socotra, British str., for Shanghai.
 10, Clara, German str., for Hoihow.
 10, Germania, German str., for Moji.
 10, Trym, Norw. str., for Newchwang.
 10, Akashi Maru, Jap. str., for Swatow.
 10, Awa Maru, Jap. str., for Yokohama.
 10, Feiching, British str., for Haiphong.
 10, Port Arthur, British dredger, for Port Arthur.
 10, Hailan, French str., for Pakhoi.
 10, Sandakan, German str., for Sandakan.
 10, Hanoi, French str., for Kwong-chow-wan.
 10, Diamante, British str., for Manila.
 10, C. H. Kian, British str., for Amoy.
 10, Bormida, Italian str., for Bombay.
 10, Yedo Maru, Japanese str., for Kobe.
 11, Peiho, French transport, for Taku.
 11, Chasseloup Laubat, French cr., for Saigon.
 11, Woosung, British str., for Shanghai.
 11, M. de Larrinaga, British str., for N. York.
 11, Formosa, British str., for Swatow.
 11, Urlana, British transport, for Taku.
 12, Hongkong, French str., for Haiphong.
 12, Manuel Laguno, Amr. ship, for N. York.
 12, Thalcs, British str., for Swatow.

PASSENGERS LIST.

ARRIVED.

- Per *Palamcotta*, from Taku, &c., Mr. Richardson.
 Per *Haiching*, from Coast Ports, Rev. Nightingale and Mr. T. A. Lee.
 Per *Socotra*, from London, Mr. H. Paddon.
 Per *Suisang*, from Calcutta, Mrs. Bruce and Mr. Minter.
 Per *Pentakota*, from Calcutta, Captain Gooch, Sergeants Wilson and Watson.
 Per *China*, from Yokohama, Misses A. and L. Adam, Mrs. B. Browning, Master Craig, Col. and Mrs. L. A. Craig, Mr. Duncan, Mrs. W. Howell, Mr. C. E. Huddle, Mr. J. W. Jens, Miss Killerby, Mr. L. C. Kerr, Mr. W. Liebert, Capt. G. Lowery, Mr. R. Lenzman, Mrs. S. F. Mackie, Mr. G. A. Marquis, Mr. and Mrs. J. W. Miller, Mr. F. Rieber, Master Sugden, Capt. G. Sevier and Mr. Jas. Senior.
 Per *Benclutha*, from Shanghai, Mr. and Mrs. Reith and child, Messrs. Caroyye, Davy and Stewart.
 Per *Indus*, for Hongkong, from Yokohama, Messrs. A. Forbes, A. Metzler, Y. Barnett, Mr. and Mrs. Hipwell, Messrs. Nakasawa and Paterson; from Nagasaki, Misses Jevemato, Sarto and Takahashi and Mrs. Donnenberg; from Shanghai, Mr. Sawyor, Mr. and Mrs. Lepissier and two children, Messrs. Leicester, Holt, Luz, Albert Stohp and Hamec; for Saigon, from Kobe, Mr. L. Reibold; from Nagasaki, Messrs. Tortoul and M. Logis; for Singapore, from Kobe, Mrs. Benham, Mrs. Pfeuger, Mrs. Warren, Messrs. Benham, Pfeuger, Travers, Culomin and Gouzales; from Nagasaki, Miss Hazama, Miss Minura and Miss Hatsu; from Shanghai, Messrs. Vernet, Gulich and Osaki; for Colombo, from Shanghai, Mr. Gumbleton; for Bombay, from Yokohama, Mr. Igaraschi; from Kobe, Messrs. Murata, Ura and E. Tamal; for Port Said, from Nagasaki, Mr. and Mrs. Janischiffski; for Marseilles, from Yokohama, Mr. E. Dourille, Mr. and Mrs. Dauville and Mr. Pipr-t; from Taku, Col. Itasse and Col. Rougy, Messrs. Strauss and Lacombe; from Nagasaki, Mr. and Mrs. Thiband and two children, Messrs. Duviensart, Cazalis and Hurt; from Shanghai, Mr. P. Kernler, Mrs. Berteaux and infant, Péro Pedroni, Messrs. Lectero and Mathieu, Pères Laplanche and Constaury, Miss Mathie Moulin, Capt. and Mrs. Pattison and infant, Péro Rossi, Messrs. Geoffroy, Toulleban, Breton, Waller Grossjoham, Mrs. Pons and Mr. Scott Cranston.
 Per *Sydney*, for Hongkong, from Marseilles, Misses D. White, M. Ure and May Braun; from Bombay, Messrs. P. Trigorios and Hiro-pelis; from Marseilles via Colombo, Miss Fairall; from Colombo, Major H. W. MacMahon; Capt. Doughtly and Revs. Pierre and Cornelius; from

Singapore, Mr. E. C. Hurst, Mr. and Miss Gillespie; for Shanghai, from Marseilles, Mr. John Burns and Mrs. Hamon; for Yokohama, from Marseilles, Lieut. Col. Franchet d'Espèrey, (omt. Trafford, Capt. Playette, Comt. Hubert, Captains Salvat, Giraud and Tonque, Messrs. Hubert, Vital, Blaye, Bayaut and Archet; from Marseilles via Colombo, Messrs. Duchemin, Grenet, Tracol, Verdier, Mahien, Orell, Souillia, Prevost, Priory, Perron, Chastellier, Lieut. Col. Marchand, Mr. Bridel, Mrs. Sternberg and Mr. S. Suemari; from Port Said, Mr. Fioravanti; from Batavia, via Singapore, Mr. T. W. von Roskowsky.

Per *Nairung*, from Weihaiwei, Mr. Oliver.
 Per *Feiching*, from Haiphong, Mr. Hutchis.
 Per *Victoria*, from Tacoma, Mr. J. H. Pearson.

Per *Diamante*, from Manila, Mrs. H. B. Hammond, Miss J. L. Boyde, Mr. Panay and son, Messrs. Murray, Young, Davidson, Cory, Perky and Beltas.
 Per *Gwalior*, from Calcutta, H. H. the Maharajah Scindia of Gwalior, Col. Craft, Major Coates, Capt. Moore, Lieuts. Tate and Spence, A.D.C., Messrs. Grant and Brown.

Per *Fushun*, from Shanghai, Mr. Black.
 Per *Formosa*, from Tamsui, &c., Mrs. Layard and child, Miss Field, Messrs. Orgure, K. Tuzutani, D. Lang, S. Ferrier, and A. Schramun.

Per *Thales*, from Swatow, Messrs. Grigor, Slade and Jones.
 Per *Loongsang*, from Manila, Mrs. Sophia Tokinich, Mrs. Eliza Guzman, Mrs. Emma Slomowicz, Messrs. A. E. Cory, A. J. Phackwell, B. H. Wells, Mr. and Mrs. Chas. von Radesky.

Per *Haitan*, from Coast Ports, Dr. Peterson, Miss H. C. St. John, Dr. Josephine Bixley, Mrs. Tay and Mr. A. A. de Roza.
 Per *Lyeemoon*, from Shanghai, Mr. and Mrs. Arnott, Messrs. Schurhorst, Williams, Dewitt, Stampfe, Camenon Furlong, Vampogen Ockeny, Trym, Hall and Alloglan.

Per *Bengal*, from Shanghai; for Hongkong, Messrs. H. F. Littledale, S. L. K. Lawford, Bellaris, Grossman, Grassi, Carlemizza, and Ermekeil; for Singapore, Mr. J. C. D. Jones; for delatide, Mr. R. D. Craig; for London, Mr. H. B. Bristow, Rev. Sorenson and Mr. A. Jennins.

DEPARTED.

Per *Malacca*, for London, from Yokohama, Mr. H. G. Woodeson; from Shanghai, Mr. and Mrs. Coleman and infant, Lieut. D. Berrie; from Hongkong, Bishop Burdon and Miss Balton.

Per *Hongkong Maru*, for Shanghai, Mr. W. D. Sutton, Miss Sherwood, Messrs. Ellis Kelly, E. A. Hardoon, J. S. Perry, M. Cole, H. Childs and F. Kennedy; for Nagasaki, Mrs. Williams; for Yokohama, Messrs. S. Togo, C. Hershey and R. P. J. Kilderry; for San Francisco, Messrs. W. B. Williams and F. A. De Roza.

Per *Sydney*, from Hongkong, for Shanghai, Messrs. H. M. Bevis and P. d'Oliveira Mattos, Lieut. C. L. de Azevedo, Mrs. C. de Graça, Mrs. S. Assis, Mrs. M. de Conceicao and three children; for Kobe, Mr. L. G. M. Marques.

Per *Indus*, from Hongkong, for Singapore, Mr. and Mrs. Lechauc and six children, Misses S. Perez, D. Perez and P. Perez, Messrs. S. H. Perky and D. W. Cory; for Colombo, Mr. W. R. W. James; for Bombay, Messrs. M. Kapadia, D. C. Postwalla, P. J. Vasunia and P. C. Tapal; for Port Said, Mr. S. Leycester; for Marseilles, Mr. and Mrs. Lepissier and two children, Rev. J. J. Baptista.

Per *Menmuir*, for Manila, Messrs. C. H. Balfour, L. W. Eadie, M. Braun, J. W. Jens, Mr. and Mrs. J. W. Miller, Miss Nicol, Mrs. Howell, Messrs. R. Weber, M. Ure, C. E. Hodde, M. Liebert, D. White and N. L. Applegate.

Per *Awa Maru*, for Kobe, Messrs. E. Stovald and J. Gillespie, Miss Gillespie and Mr. S. Wallace; for Yokohama, Messrs. K. Suguka and J. Hamashima.

Per *Diamante*, for Manila, Mr. H. G. Lyons, Mrs. Deatherage and Miss Deatherage, Mr. E. Francisco, Mr. and Mrs. A. Macondraz and Mr. C. H. Burnett; for Amoy, Mr. E. F. Mackay, Mr. and Mrs. Nakagami.

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